SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

109

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD ASHLAND SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 109 April 4, 1926	Distance from Roseburg	FIRST CLASS				SECOND CLASS				
	222 Portland Manifest	282 Local Freight	284 Local Freight	286 Local Freight		16 Oregon Express	54 Oregonian	12 Shasta	14 Puget Sound Express				13 SanFrancisco Express	53 Oregonian	11 Shasta	15 Southern California Express	283 Local Freight	285 Local Freight	281 Local Freight	219 Freight	221 Portland Manifest
	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues., Thurs., Sat.	Leave Mon., Wed., Friday		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wed., Friday	Arrive Sunday, Tuesday, Thurs.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard BKWFTP	9.10AM	7.00AM				7.10PM	5.30PM	10.45AM	1.55AM	429.1	TO-R ASHLAND 5.5	143.5	s 11.10AM	s 4.00PM	s 8.15PM	s 11.20PM			10.30AM	11.10PM	5.20
70 P	9.25	7.15				f 7.22	5.41	**10.54**	2.07	434.6	TALENT 2.4	138.0	f **10.54**	f 3.44	7.56	11.04			10.10	10.46	4.45
25	9.30	7.25				f 7.27	5.45	10.58	2.13	437.0	PHOENIX 1.4	135.6	10.47	f 3.37	7.48	10.57			10.00	10.38	4.30
5										438.4	GAS WORKS 0.4	134.2									
8										438.8	VOORHIES 1.9	133.8									
76	**9.45**	7.32				**7.37**	5.50	11.03	2.18	440.7	KANE 1.1	131.9	10.37	3.27	**7.37**	10.47			**9.45**	10.27	4.12
136 PW	9.55	8.00				s 7.45	s 6.00	s 11.09	s 2.30	441.8	Block Signals TO MEDFORD 3.9	130.8	s 10.35	s 3.25	s 7.35	s 10.45			9.30	10.24	4.10
70	**10.15**	**8.30**				s 7.53	6.08	11.16	2.40	445.7	TO CENTRAL POINT 2.0	126.9	f **10.15**	f 3.06	7.26	f 10.26			**8.30**	10.04	3.55
5										447.7	SEVEN OAKS (Spur) 2.5	124.9									
30 P	10.25	8.50				8.02	6.16	11.24	2.48	450.2	TOLO 1.2	122.4	10.05	2.53	7.19	10.15			8.05	9.50	3.28
										451.4	RAY GOLD (No Siding) 5.8	121.2									
49 WP	10.40	**9.50**				s 8.15	6.32	11.34	**3.01**	457.2	TO GOLD HILL 2.2	115.4	f **9.50**	f 2.37	7.07	f 9.59			7.38	9.32	**3.01**
9										459.4	ROCK POINT 5.5	113.2									
60 P	11.00	10.20				s 8.28	**6.55**	11.46AM	3.15	464.9	TO ROGUE RIVER 9.0	107.7	f 9.32	f 2.18	**6.55**	9.40			6.58	9.15	2.15
70 BKWTP	11.45AM	11.00AM	6.00AM			s **8.50**	s 7.17	s 12.05PM	s 3.35	473.9	TO-R GRANTS PASS 2.0	98.7	s 9.14	s 1.58	s 6.40	s 9.21	8.45AM		6.30AM	**8.50**	1.50
17 P										475.9	GRANITE (Spur) 2.3	96.7									
78 P	**12.14PM**		6.30			**9.03**	7.30	**12.14**	3.47	478.2	DIMMICK 4.3	94.4	8.54	1.38	6.21	**9.03**	8.30			8.00	1.05
43 P	12.40		6.55			s 9.16	**7.43**	12.23	4.00	482.5	TO MERLIN 3.5	90.1	f 8.40	s 1.22	6.11	f 8.47	8.15			**7.43**	12.45
6										486.0	THREE PINES (Spur) 1.4	86.6									
95 P	**1.09**		7.35			f 9.28	7.58	12.34	4.12	487.4	TO HUGO 6.7	85.2	8.24	f **1.09**	6.01	8.34	7.58			7.23	12.30
74 P	1.35		**8.04**			f 9.45	**8.17**	**12.49**	4.28	494.1	TO LELAND 4.5	78.5	f **8.04**	f **12.49**	5.44	**8.17**	7.05			6.53	12.01
70 WP	1.50		8.30			9.58	8.30	1.00	4.41	498.6	POLLARD 3.4	74.0	7.49	12.31	5.33	8.06	6.40			6.35	11.45
96 P	2.05		9.00			f 10.07	8.37	1.10	4.48	502.0	WOLF CREEK 5.9	70.6	f 7.39	f 12.21	5.26	f 8.01	6.25			6.20	11.20
72 BKWFTP	3.00		10.00AM	6.00AM		s **10.27**	s 8.55	1.29	s 5.07	507.9	Block Signals TO-R GLENDALE 1.8	64.7	s 7.19	s 12.01PM	**5.12**	s 7.45	6.00AM	11.05AM		**5.12**	10.27
9										509.7	LYSTUL 2.3	62.9									
79 P	3.20			**7.02**		10.39	9.03	1.38	5.17	512.0	REUBEN 4.5	60.6	**7.02**	11.46AM	5.02	7.31		10.40		4.41	10.10
66 P	3.40			7.30		10.50	9.14	1.49	5.29	516.5	BRANDT 5.2	56.1	6.48	11.31	4.51	7.18		10.10		4.21	9.50
83 WTP	**4.01**			7.55		f 11.03	**9.28**	2.02	5.42	521.7	TO WEST FORK 3.9	50.9	f 6.33	11.16	4.38	f 7.05		9.30		**4.01**	9.28
43 P	**4.28**			8.15		11.15	9.38	2.12	5.52	525.6	COW CREEK 5.8	47.0	6.22	11.03	**4.28**	6.54		9.05		3.40	8.45
50 P	4.55			8.45		11.29	9.52	2.26	**6.07**	531.4	PECK 4.1	41.2	**6.07**	10.49	4.14	6.40		8.45		3.20	8.25
70 P	5.15			9.05		11.39	10.02	2.36	6.18	535.5	BYERS 4.8	37.1	5.55	10.39	4.04	6.30		8.17		3.05	8.10
35 P	5.40			9.25		11.51	10.14	**2.48**	6.30	540.3	CORNUTT 3.9	32.3	5.43	10.27	3.52	6.17		8.00		**2.48**	7.50
70 P	**6.10**			9.45		s 11.58PM	10.21	2.54	f 6.38	544.2	TO RIDDLE 5.1	28.4	f 5.35	s 10.21	3.46	s **6.10**		7.50		2.28	7.35
70 P	6.23			**10.09**		12.06AM	10.28	3.01	6.48	549.3	Auto Block WEAVER 1.1	23.3	5.23	**10.09**	3.39	5.57		7.25		2.13	7.15
22 WP	6.26			10.15		s 12.08	10.30	3.03	f 6.51	550.4	TO MYRTLE CREEK 4.5	22.2	f 5.21	s 10.07	3.37	f 5.55		7.20		2.10	7.10
100 P	**6.40**			10.40		12.21	10.37	3.10	f **7.00**	554.9	DOLE 2.8	17.7	5.09	f 9.56	3.30	5.43		**7.00**		1.55	6.40
1										557.7	ROUND PRAIRIE (Spur) 4.3	14.9									
72	7.30			11.10		12.34	10.49	**3.20**	f 7.13	562.0	TO DILLARD 4.3	10.6	4.56	f 9.40	**3.20**	5.28		6.30		1.35	6.15
19 P										566.3	CARNES (Spur) 4.9	6.3									
48 P	8.00			11.30		12.44	10.59	3.32	7.23	567.7	GREEN 4.9	4.9	4.45	9.28	3.05	5.14		6.15		1.20	6.00
Yard BKWFTP	8.35PM			11.50AM		s 1.00AM	s 11.15PM	s 3.45PM	s 7.35AM	572.6	TO-R ROSEBURG	0.0	4.33AM	9.15AM	2.55PM	5.00PM		6.00AM		1.00PM	5.40
	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thurs., Sat.	Ar. Monday, Wed., Friday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave, Monday, Wed., Friday	Leave Sunday, Tuesday, Thurs	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(11.25) 12.57	(4.00) 11.16	(4.00) 8.50	(5.50) 11.11		(5.50) 24.60	(5.45) 24.96	(5.00) 28.70	(5.40) 25.32		Time over District Average speed per hour		(6.37) 21.69	(6.45) 21.25	(5.20) 26.91	(6.20) 22.66	(2 45) 12.36	(5.05) 11.61	(4.00) 11.20	(10.10 14.11	(11.40) [illegible]

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

ROSEBURG SUBDIVISION

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS			FIRST CLASS					Distance from San Francisco via Marysville		Time Table No. 109 April 4, 1926	Distance from Eugene	FIRST CLASS					SECOND CLASS			
	222	230	246	54	12	92	14	16					13	53	91	11	15	229	219	221	245
	Portland Manifest	Local Freight	Mixed	Oregonian	Shasta	Railhead Eugene Passenger	Puget Sound Express	Oregon Express					San Francisco Express	Oregonian	Eugene Railhead Passenger	Shasta	Southern California Express	Local Freight	Freight	Portland Manifest	Mixed
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday
Yard BKWFTP	10.35PM	6.00AM		11.30PM	3.55PM		7.50AM	1.15AM	572.6	Block Signals	TO-R ROSEBURG	74.7	s 4.18AM	s9.00AM		s 2.45PM	s 4.45PM	12.40PM	11.10AM	2.10PM	
3 P									574.2		1.6 EDENBOWER (Spur)	73.1									
70 P	11.00	6.17		11.43	4.08		f 8.03	1.26	577.8		3.6 WINCHESTER	69.5	4.05	f8.47		2.32	4.32	12.10PM	10.50	1.48	
70 P	11.15	6.35		11.52PM	**4.20**		f 8.12	1.33	581.4		3.6 WILBUR	65.9	3.55	f8.38		2.22	**4.20**	11.40AM	10.33	1.13	
10									583.9		2.5 DEADY (Spur)	63.4									
61 P	11.30	7.00		12.04AM	4.31		s **8.24**	f 1.45	586.4		2.5 TO SUTHERLIN	60.9	f 3.41	s**8.24**		2.09	s 4.06	11.10	10.13	12.43	
66 W	11.40PM	7.20		12.12	4.37		s 8.32	s 1.52	589.1		2.7 TO OAKLAND	58.2	f 3.35	s8.18		2.04	s 3.58	10.40	10.03	12.15PM	
47 P	12.01AM	**8.06**		12.24	4.49		8.45	2.03	595.4		6.3 ISADORA	51.9	3.22	**8.06**		1.52	3.44	10.12	9.43	11.50AM	
69 TP	12.08	8.35		12.28	4.53		8.51	2.08	597.5		2.1 RICE HILL	49.8	3.16	8.01		1.46	3.38	10.05	9.35	11.40	
77 P	**12.39**	**9.03**		**12.39**	5.03		s **9.03**	f 2.20	603.7		6.2 TO YONCALLA	43.6	3.02	s7.47		1.31	f 3.23	9.45	**9.03**	11.15	
82 WYP	1.10	**9.32**		12.55	5.13		s **9.22**	f 2.37	609.0		5.3 TO DRAIN	38.3	s 2.50	s7.35		1.20	s 3.11	**9.32** **8.35**	8.25	10.40	
10									610.2		1.2 KREWSON (Spur)	37.1									
38	1.20	10.00		12.59	5.17		f 9.30	**2.42**	611.7		1.5 LEONA	35.6	**2.42**	f7.23		1.12	2.59	8.20	7.50	10.20	
70 P	1.25	**10.15**		1.02	5.20		9.34	2.47	613.2		1.5 SAFLEY	34.1	2.36	7.20		1.10	2.56	8.05	7.47	**10.15**	
11	1.35	10.30		1.05	5.23		f 9.39	2.50	615.2		2.0 ANLAUF	32.1	2.32	f7.17		1.07	2.53	8.00	7.42	10.08	
20		10.40		1.07	5.25		f 9.41	2.52	616.1		0.9 CURTIN	31.2	2.29	f7.15		1.05	2.51	7.50	7.40	10.05	
49 WP	1.45	10.55		1.10	5.28		**9.48**	2.55	617.9		1.8 COMSTOCK	29.4	2.27	f7.12		1.02	2.48	7.45	7.35	**9.48**	
95 YP	**2.18**	11.30		1.24	5.42		10.02	3.10	621.9		4.0 DIVIDE	25.4	**2.18**	f7.02		12.52	2.38	7.30	7.20	9.28	
11									622.9		1.0 VEATCH (Spur)	24.4									
20									624.3		1.4 MONETT	23.0									
29 P	2.25	11.55AM		1.31	5.48		10.10	3.18	625.0		0.7 LATHAM	22.3	2.11	6.54		12.46	2.32	7.15	7.05	9.10	
55 WP	2.30	**12.44PM**		1.35	5.51		s10.15	s 3.27	626.5		1.5 TO COTTAGE GROVE	20.8	s 2.08	s**6.51**		**12.44**	s 2.29	**6.51**	**6.51**	9.00	
30	2.35	12.50		1.40			f10.20	3.35	629.1		2.6 SAGINAW (Spur)	18.2	2.02	f6.45			2.20	6.20	6.35	8.45	
74 P	2.40	1.15		1.43	5.59		f10.24	3.40	630.6		1.5 WALKER	16.7	1.59	f6.42		12.37	2.17	6.15	6.30	8.40	
70 P	3.00	1.38		**1.51**	6.07		f10.34	f 3.50	635.5		4.9 TO CRESWELL	11.8	f **1.51**	f6.32		12.30	f 2.09	6.00	6.10	8.25	
74 P	3.25	**1.59**		2.01	6.16		f10.45	4.01	640.9		5.4 GOSHEN	6.4	1.38	f6.22		12.22	**1.59**	5.45	5.50	8.00	
23 YP	3.40	2.24	2.05PM	2.11	6.23	2.50PM	10.52	4.08	644.3		3.4 R SPRINGFIELD JCT.	3.0	1.31	f6.15	s 7.40AM	12.16	1.51	5.25	5.35	7.30	8.55AM
I									646.3		2.0 E. S. CROSSING	1.0									
Yard BKWP	4.00AM	2.50PM	2.15PM	s 2.17AM	s6.30PM	s 3.00PM	s10.58AM	s 4.15AM	647.3		1.0 TO-R EUGENE	0.0	1.25AM	6.08AM	7.30AM	12.10PM	1.45PM	5.10AM	5.25AM	7.20AM	8.45AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily			(74.7)		Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday
	(5.25) 13.79	(8.50) 8.46	(0.10) 18.00	(2.47) 26.83	(2.35) 28.92	(0.10) 18.00	(3.08) 23.84	(3.00) 24.90			……Time over District…… ……Average speed per hour……		(2.53) 25.91	(2.52) 26.06	(0.10) 18.00	(2.35) 28.92	(3.00) 24.90	(7.30) 9.96	(5.45) 12.99	(6.50) 10.93	(0.10) 18.00

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 16, 14, 12 and 54 are superior to No. 91; No. 92 is superior to Nos. 53, 11 and 15.

PORTLAND SUBDIVISION

Time Table No. 109

April 4, 1926

Capacity of Sidings in Car Lengths	SECOND CLASS							FIRST CLASS								Distance from San Francisco via Marysville		STATIONS	
	232	238	260	222	228	226	234	12	34	14	142	18	16	54	32				
	Local Freight	Local Freight	Local Freight	Portland Manifest	Local Freight	Local Freight	Local Freight	Shasta	Powers Portland Passenger	Puget Sound Express	Tillamook Portland Passenger	Eugene Portland Passenger	Oregon Express	Oregonian	Coos Bay Passenger				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard BKWP								6.35PM	3.20PM	11.10AM		7.35AM	4.25AM	2.40AM	2.25AM	647.3	Block Signals	TO-R EUGENE	1.0
Yard BKWFYP			10.45AM	6.10AM				6.38	3.23	11.13		7.38	4.28	2.43	2.30	648.3		TO-R BLAIR	4.7
70 P			11.00	6.20				6.46	f3.30	11.24		7.45	4.36	2.55	2.45	653.0		IRVING	6.9
49 P			11.25	6.35				6.56	3.40	11.38		7.55	4.48	3.10	2.55	659.9		SWAIN	0.7
Yard WFTP			11.43AM	6.40				6.58	f3.42	11.43		f 7.57	4.50	3.12	f2.57	660.6		TO JUNCTION CITY	4.5
95 P			12.30PM	6.50				7.06	s3.54	11.53		s 8.05	5.01	3.24	f3.09	665.1		TO HARRISBURG	3.1
8			12.36	6.58				7.10	f3.59	11.58AM		8.09	5.06	3.29	3.14	668.2		ALFORD (Spur)	2.5
70 P			12.51	7.05				7.14	4.03	12.02PM		8.13	5.10	3.34	3.19	670.7		FOLK	3.1
100 P			1.10	7.20				7.19	s4.08	f12.09		f 8.18	5.15	3.39	f3.24	673.8		TO HALSEY	5.2
110 WP			1.30	7.40				7.27	f4.16	12.17		f 8.25	5.24	3.48	f3.33	679.0		TO SHEDD	5.6
112 P			1.55	7.55				7.35	f4.24	12.26		f 8.32	5.34	3.57	f3.42	684.6		TANGENT	5.3
P			2.10	8.10				7.43	4.32	12.34		8.38	5.42	4.05	3.50	689.9		PAGE	1.0
Yard BKWFYP			2.15PM	8.45	8.05AM			s 7.50	s4.45	s12.40		s 8.45	s 5.51	s 4.15	s4.00	690.9		TO-R ALBANY	4.5
100 P				9.00	8.15			7.58	4.53	12.48		8.53	5.59	4.24	4.08	695.4		MILLERSBURG	4.1
104 P				9.10	8.25			8.04	f5.00	12.54		f 8.59	f 6.05	4.30	f4.15	699.5		TO JEFFERSON	4.7
72 WP				9.20	8.35			8.10	f5.07	1.00		f 9.07	f 6.13	4.37	f4.23	704.2		TO MARION	6.5
70 P				9.45	8.55			8.19	f5.17	f 1.09		f 9.17	f 6.23	4.47	f4.33	710.7		TO TURNER	2.6
								8.23	f5.21	1.13		f 9.21	6.27	4.51	f4.37	713.3		STATE SCHOOL (No Siding)	4.1
70 P				10.00 10.43	9.10			8.29	5.27	1.19		9.27	6.33	4.57	4.43	717.4		PRINGLE	0.8
Yard BKWFYP				10.50	9.20			s 8.36	s5.35	s 1.25		s 9.33	s 6.41	s 5.05	s4.48	718.2		TO-R SALEM	0.6
P				10.55	9.25			8.40	5.39	1.29		9.37	6.45	5.09	4.52	718.8		LEMROCK	1.5
70 P				11.05 11.36	9.30 10.02			8.44	f5.43	1.33		f 9.41	6.49	5.13	f4.56	720.3		FAIR GROUNDS	3.0
30 P				11.45	10.25			8.48	f5.49	1.37		f 9.46	6.55	5.19	f5.02	723.3		CHEMAWA	3.6
69 P				11.55AM	10.40 11.20			8.53	f5.55	1.42		f 9.53	7.03	5.27	f5.10	726.9		BROOKS	5.2
70 P				12.10PM	11.35			9.00	f6.04	1.50		f10.01	f 7.12	5.36	f5.19	732.1		TO GERVAIS	2.4
70 P				12.15	11.40AM			9.03	6.08	1.54		10.05	7.16	5.40	5.23	734.5		POPLAR	0.7
Yard WFYP				12.30	12.15PM	10.50AM		9.05	s6.15	s 1.58		s10.10	s 7.21	5.45	s5.28	735.2		TO-R WOODBURN	3.6
48 P				12.40	12.25	11.00		9.11	f6.23	2.05		f10.20	f 7.29	5.53	f5.35	738.8		TO HUBBARD	2.8
72 P				12.45	12.30	11.10		9.15	6.27	2.10		10.24	7.34	5.58	5.40	741.6		HITO	1.6
22 P				12.50	12.35	11.15		9.18	f6.30	2.14		f10.27	f 7.38	6.02	f5.44	743.2		TO AURORA	2.0
35 WP				12.55	12.40	11.20		9.21	f6.33	2.17		f10.31	7.41	6.05	f5.47	745.2		BARLOW	1.6
36 P				1.10	12.50	11.30		9.24	s6.37	f 2.20		f10.34	f 7.45	6.09	f5.51	746.8		TO CANBY	0.6
75 Y				1.15	12.52	11.32		9.25	6.38	2.21		10.35	7.46	6.10	5.52	747.4		FLANDER	2.7
12				1.25	1.00	11.40		9.30	f6.43	2.27		10.40	7.52	6.16	f5.59	750.1		NEW ERA (Spur)	0.7
70 P				1.30	1.05	11.42		9.32	6.45	2.29		10.42	7.54	6.18	6.01	750.8		COALCA	2.1
30 P				1.40	1.10	11.50AM		9.36	6.49	2.34		10.45	7.58	6.22	6.05	752.9		PULP	2.6
124 WP				2.10	1.25	1.00PM		9.43	s6.55	s 2.42		s10.51	s 8.03	6.28	s6.11	755.5		TO OREGON CITY	0.6
I																756.1		W. V. S. CROSSING	1.2
16								9.48	7.00	2.47		10.56	8.08	6.33	6.17	757.3		PARK PLACE (Spur)	2.7
67 P				2.35	1.40	1.20		9.57	f7.07	2.55		f11.02	f 8.16	6.41	f6.25	760.0		CLACKAMAS	4.1
47 P				2.50	1.50	1.35		10.03	7.14	3.03		11.08	8.23	6.48	6.33	764.1		EAST MILWAUKIE	1.1
P	9.45PM	8.38PM		2.55	1.55	1.40	11.35AM	10.05	7.16	3.05	2.02PM	11.10	8.25	6.50	6.35	765.2		WILLSBURG JCT.	1.7
Yard BKWFTP	9.50PM	8.45PM		3.00PM	2.00PM	1.45PM	11.40AM	10.10	7.21	3.10	2.07	11.15	8.30	6.55	6.40	766.9		TO-R BROOKLYN	2.3
IP								10.19	7.30	3.19	2.16	11.24	8.39	7.04	6.49	769.2		CLAY STREET	0.5
								s10.21	s7.32	s 3.21	s2.18	s11.26	s 8.42	s 7.06	s6.51	769.7		EAST MORRISON ST	1.3
BKIP								s10.30PM	s7.40PM	s 3.30PM	s2.25PM	s11.35AM	s 8.50AM	s 7.15AM	s7.00AM	771.0		TO-R PORTLAND	
	Arrive Daily Ex Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex Monday	Arrive Daily	Arrive Daily Ex Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			123 7)	
	(0.05) 20.40	(0.07) 14.57	(3.30) 13.87	(8.50) 13.87	(5.55) 16.98	(2.55) 10.88	(0.05) 20.40	(3.55) 31.58	(4.20) 28.55	(4.20) 28.55	(0.23) 15.18	(4.00) 30.93	(4.25) 28.01	(4.35) 26.99	(4.35) 26.99			......Time over District ......Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 32, 54, 16, 18, 14 and 34 are superior to No. 141; No. 142 is superior to Nos. 11, 17 and 15.

See page 17 for additional trains between Salem and Lemrock. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

Nos. 16 and 14 will stop to discharge passengers from west of Eugene. No. 14 stop detrain passengers from connections Halsey, Albany and Woodburn. Nos. 18 and 34 stop Brooklyn to detrain employes. No. 54 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland. Nos. 18 and 142 will reduce speed. passing train order office, Brooklyn, sufficiently to permit company mail exchange.

	Time Table No. 109 April 4, 1926		Distance from Portland	FIRST CLASS								SECOND CLASS							
				53	141	11	17	15	33	31	13	231	233	227	225	221	223	259	237
				Oregonian	Portland Tillamook Passenger	Shasta	Portland Eugene Passenger	Southern California Express	Portland Eugene Passenger	Coos Bay Passenger	San Francisco Express	Local Freight	Local Freight	Local Freight	Local Freight	Portland Manifest	Freight	Local Freight	Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Saturday
TO-R	EUGENE	1.0	123.7	s 5.30AM		s 12.05PM	s 1.05PM	s 1.30PM	s 9.00PM	s 12.25AM	s 1.05AM								
TO-R	BLAIR	4.7	122.7	5.27		12.02PM	1.01	1.27	8.56	12.21	1.02					3.35AM	**6.10AM**	9.55AM	
	IRVING	6.9	118.0	5.21		11.55AM	f 12.54	1.21	8.50	f 12.14	12.56					3.25	5.55	9.40	
	SWAIN	0.7	111.1	5.12		11.47	12.44	1.12	8.40	12.04	12.47					**3.10**	5.35	9.20	
TO	JUNCTION CITY	4.5	110.4	5.10		**11.43**	s 12.42	1.10	f 8.38	s 12.02AM	12.45					**2.57**	5.30	9.15	
TO	HARRISBURG	3.1	105.9	**5.01**		11.35	s **12.30**	1.01	s 8.26	f 11.50PM	12.36					2.40	5.20	8.45	
	ALFORD (Spur)	2.5	102.8	4.55		11.30	f 12.22	12.55	8.20	11.45	12.29					2.32	5.15	8.20	
	FOLK	3.1	100.3	4.51		11.26	12.17	**12.51**	8.16	11.40	12.24					2.27	**5.10**	**8.13**	
TO	HALSEY	5.2	97.2	**4.46**		11.21	s **12.09**	12.45	f 8.11	f 11.34	12.17					2.20	**4.46**	7.55	
TO	SHEDD	5.6	92.0	4.37		11.14	f 12.01PM	12.36	f 8.02	f 11.25	12.07AM					2.05	4.20	**7.40**	
	TANGENT	5.3	86.4	4.27		11.06	f 11.53AM	**12.26**	f 7.53	f 11.15	11.57PM					1.50	**3.57** **3.30**	7.15	
	PAGE	1.0	81.1	4.18		10.59	11.45	12.18	**7.43**	11.07	11.48					1.35	3.05		
TO-R	ALBANY	4.5	80.1	s **4.15** **4.00**		s 10.56	s 11.42	s 12.15PM	s 7.40	s 11.04	s 11.45			2.15PM		1.30	3.00	7.00AM	
	MILLERSBURG	4.1	75.6	3.50		10.47	11.23	11.57AM	7.26	10.54	11.30			2.00		1.05	2.15		
TO	JEFFERSON	4.7	71.5	3.43		10.41	f 11.16	11.51	f 7.20	f 10.47	11.24			1.50		**12.55**	2.05		
TO	MARION	6.5	66.8	3.36		10.34	f 11.08	11.44	f 7.13	f 10.39	11.17			1.30		**12.43**	1.55		
TO	TURNER	2.6	60.3	3.26		10.24	f 10.57	11.35	f 7.04	f 10.29	11.08			**1.09**		**12.23AM**	1.40		
	STATE SCHOOL (No Siding)	4.1	57.7	3.21		10.20	f 10.50	11.31	f 6.58	f 10.23	11.04								
	PRINGLE	0.8	53.6	3.15		**10.14**	**10.43**	11.25	6.52	10.16	10.58			12.19PM		11.58PM	1.13		
TO-R	SALEM	0.6	52.8	s 3.13		s 10.12	s 10.41	s 11.23	s 6.49	s 10.14	s 10.56			11.45AM		11.55	1.10		
	LEMROCK	1.5	52.2	2.56		10.05	10.34	11.16	6.43	10.08	10.46			11.40		11.41	12.49		
	FAIR GROUNDS	3.0	50.7	2.52		**10.02**	f 10.30	**11.12**	f 6.39	f 10.04	10.42			**11.36**		11.37	12.45		
	CHEMAWA	3.6	47.7	2.48		9.58	f **10.25**	11.08	f 6.35	f 9.59	10.38			11.30		11.30	12.38		
	BROOKS	5.2	44.1	2.43		**9.53**	f 10.18	**11.03**	f 6.30	f 9.53	10.33			**11.20**		11.22	12.30		
TO	GERVAIS	2.4	38.9	2.36		9.46	f 10.09	**10.56**	f 6.23	f 9.45	10.25			**10.56**		11.10	12.20		
	POPLAR	0.7	36.5	2.32		**9.43**	**10.05**	10.52	6.19	9.41	10.21			**10.15** **9.15**		11.03	12.15		
TO-R	WOODBURN	3.6	35.8	s 2.30		9.41	s 10.02	**10.50**	s **6.15**	s 9.39	f 10.19			9.13	**12.15PM**	11.00	12.10		
TO	HUBBARD	2.8	32.2	2.16		9.35	f 9.53	10.44	f 6.09	f 9.33	10.13			9.05	12.01PM	10.43	12.01AM		
	HITO	1.6	29.4	2.12		9.31	9.47	10.39	6.05	9.28	10.08			9.00	11.50AM	10.38	11.55PM		
TO	AURORA	2.0	27.8	2.09		9.28	f 9.43	10.35	f 6.02	f 9.24	10.05			8.56	11.40	10.34	11.51		
	BARLOW	1.6	25.8	2.06		9.25	f 9.39	**10.31**	5.58	f **9.21**	10.02			8.52	11.35	10.30	11.47		
TO	CANBY	0.6	24.2	f 2.04		9.23	s 9.36	10.28	f 5.56	f 9.14	10.00			8.49	**11.30**	10.27	11.44		
	FLANDER	2.7	23.6	2.03		9.22	9.34	10.27	5.55	9.13	9.59			8.48	10.55	10.26	11.43		
	NEW ERA (Spur)	0.7	20.9	1.58		9.17	f 9.29	10.22	5.50	9.08	9.54			8.42	10.47	10.21	11.37		
	COALCA	2.1	20.2	1.57		9.16	9.27	10.20	5.49	9.06	9.52			8.40	**10.42**	10.19	11.35		
	PULP	2.6	18.1	1.53		9.12	9.23	10.16	5.45	9.02	9.48			8.35	10.23	10.14	11.30		
TO	OREGON CITY	0.6	15.5	s 1.48		9.07	s 9.18	**10.11**	s 5.40	s 8.57	**9.43**			8.30	**10.11**	10.07	11.25		
	W. V. S. CROSSING	1.2	14.9																
	PARK PLACE (Spur)	2.7	13.7	1.35		9.03	9.11	10.06	f 5.35	8.51	9.35			8.25	9.25	10.02	11.20		
	CLACKAMAS	4.1	11.0	1.31		8.59	f 9.07	10.02	f 5.31	f 8.47	9.31			**8.16**	9.20	**9.57**	11.15		
	EAST MILWAUKIE	1.1	6.9	1.25		8.53	9.00	9.56	5.25	8.40	9.25			7.53	9.13	9.33	11.08		
	WILLSBURG JCT.	1.7	5.8	1.23	7.43AM	8.51	8.58	9.54	5.23	**8.38**	9.23	12.20AM	5.35AM	7.50	9.10	9.30	11.05		11.35PM
TO-R	BROOKLYN	2.3	4.1	1.19	7.39	8.48	8.54	9.50	5.19	8.34	9.19	12.15AM	5.30AM	7.45AM	9.05AM	9.25PM	11.00PM		11.30PM
	CLAY STREET	0.5	1.8	1.10	7.30	**8.40**	**8.45**	9.40	5.10	8.25	9.10								
	EAST MORRISON ST.	1.3	1.3	1.08	s 7.28	s 8.38	s 8.43	s 9.38	s 5.08	s 8.23	s 9.08								
TO-R	PORTLAND		0.0	1.00AM	7.20AM	**8.30AM**	**8.35AM**	9.30AM	5.00PM	8.15PM	9.00PM								
	123.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Saturday
	Time over District			(4.30)	(0.23)	(3.35)	(4.30)	(4.00)	(4.00)	(4.10)	(4.05)	(0.05)	(0.05)	(6.30)	(3.10)	(6.10)	(7.10)	(2.55)	(0.05)
	Average speed per hour			27.49	15.13	34.53	27.49	30.93	30.93	29.69	30.29	20.40	20.40	14.56	9.51	19.40	16.52	14.54	20.40

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 32, 54, 16, 18, 14 and 34 are superior to No. 141; No. 142 is superior to Nos. 11, 17 and 15.

See page **17** for additional trains between Lemrock and Salem. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

Nos. 17 and **33** stop State Street, Salem. **No. 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail.** Nos. 15 and 13 stop Oregon City and No. 15 Woodburn to pick up passengers for west of Eugene.

No. 15 stops to discharge passengers from connections at Albany.

PORTLAND SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco			Time Table No. 109 April 4, 1926	Distance from Woodburn	FIRST CLASS			SECOND CLASS			
	98	96	214	226	70	66	62						63	67	71	97	217	225	93
	Mixed	Mixed	Mixed	Local Freight	Albany Lebanon Motor	Albany Shelburn Motor	Albany Lebanon Motor						Lebanon Albany Motor	Shelburn Albany Motor	Lebanon Albany Motor	Mixed	Mixed	Local Freight	Mixed
	Leave Tues., Thurs., & Sat.	Leave Mon., Wed., & Fri.	Leave Tues., Thurs.. Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon.. Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Tues., Thur.. Sat.
Yard WYP	11.45AM							645.0	TO-R		SPRINGFIELD	92.8				12.30PM			
								645.1		0.1	E.-S. CROSSING	92.7							
11	11.57AM							648.9		3.8	ARMITAGE (Spur)	88.9				12.15			
3								650.5		1.6	CHESTNUT (Spur)	87.3							
15	12.10PM							652.4		1.9	COBURG	85.4				12.01PM			
6	12.23							656.5		4.1	WILKINS (Spur)	81.3				11.30AM			
10	12.35							660.3		3.8	PRICEBORO (Spur)	77.5				11.17			
12	12.46							663.6		3.3	ROWLAND	74.2				11.05			
3	12.59							667.6		4.0	TWIN BUTTES (Spur)	70.2				10.50			
9 WT	1.20							672.0	TO	4.4	BROWNSVILLE	65.8				10.30			
3	1.27							674.3		2.3	LINN (Spur)	63.5				10.10			
14	1.40							678.3		4.0	PLAINVIEW	59.5				9.58			
12	1.52							682.4		4.1	LOWSON	55.4				9.43			
13 YP	1.57	8.59AM	7.35AM		5.24PM	1.14PM	7.24AM	684.8	R	2.4	TALLMAN	53.0	s 8.11AM	s 4.06PM	s 5.55PM	9.30	10.30AM		2.43PM
11	2.07	9.01	7.38		f 5.26	f 1.16	f 7.26	685.5		0.7	IRVINVILLE	52.3	f 8.09	f 4.04	f 5.52	9.25	10.25		2.40
30					f	f	f	687.9		2.4	CALAHAN (Spur)	49.9	f	f	f				
24 WP	2.22PM	9.10AM	8.00		s 5.35PM	s 1.26	s 7.40AM	688.5	TO-R	0.6	LEBANON	49.3	8.00AM	s 3.56	5.40PM	9.15AM	10.15		2.30PM
14			8.30			f 1.38		692.8		4.3	BREWSTER	45.0		f 3.37			9.20		
15			8.40			f 1.43		694.9		2.1	GRIGGS	42.9		f 3.32			9.10		
10								696.5		1.6	BALM (Spur)	41.3							
12			8.50			s 1.50		697.4		0.9	CRABTREE	40.4		s 3.25			9.00		
11			9.00			f 1.54		698.9		1.5	GAINES (Spur)	38.9		f 3.20			8.50		
7						f 1.58		700.6		1.7	GILKEY	37.2		f 3.13					
17			9.20			s 2.05		702.9	TO	2.3	WEST SCIO	34.9		s 3.06			8.35		
WYP			9.30			s 2.10PM		704.7	TO-R	1.8	SHELBURN	33.1		3.00PM			8.25		
16			9.40					706.9		2.2 (M. C. Csg.)	NORTH SANTIAM	30.9					8.15		
12			9.50					708.3		1.4	WEST STAYTON	29.5					8.00		
4								709.9		1.6	SHAFF (Spur)	27.9							
8 WP			10.10					712.1		2.2	AUMSVILLE	25.7					7.45		
29			10.25					715.0		2.9	SHAW	22.8					7.25		
16			10.40					717.4		2.4	MACLEAY	20.4					7.10		
YP			10.50AM					719.4	R	2.0	GEER	18.4					7.00AM		
19								721.8		1.9	PRATUM	16.5							
10								723.0		1.7	SWITZERLAND (Spur)	14.8							
Yard BKWYP				9.45AM				727.3	TO-R	4.3	SILVERTON	10.5						1.45PM	
11				9.51				729.6		2.3	DOWNS (Spur)	8.2						1.30	
28 P				10.05				731.5	TO	1.9	MT. ANGEL	6.3						1.15	
8								732.6		1.1	BARON (Spur)	5.2							
16				10.24				733.7		1.1	McKEE	4.1						12.56	
4				10.30				735.1		1.4	TOWNSEND (Spur)	2.7						12.52	
Yard WFYP				10.40AM				737.8	TO-R	2.7	WOODBURN	0.0						12.45PM	
										(92.8)									
	Arrive Tues., Thurs., & Sat.	Arrive Mon., Wed., & Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.
	(2.37) 16.62	(0.11) 20.18	(3.15) 10.64	(0.55) 11.45	(0.11) 20.18	(0.56) 21.32	(0.16) 13.88				Time over District Average speed per hour		(0.11) 20.18	(1.06) 18.17	(0.15) 14.80	(3.15) 13.38	(3.30) 9.89	(1.00) 10.50	(0.13) 17.10

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 62 is superior to No. 63. No. 66 is superior to No. 67. No. 70 is superior to No. 71. No. 98 is superior to No. 93; No. 96 is superior to Nos. 97 and 217.

ADDITIONAL FLAG STOPS

Train	At	
All	Best	M. P. 658.9
All	Crocus	M. P. 665.8
All	Glasser	M. P. 680.8
All	Went	M. P. 682.9

EASTWARD / WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926		Distance from Mohawk Jct.	SECOND CLASS
	246 Mixed						245 Mixed
	Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday
Yd. FYP	12.01PM	662.3	TO-R	WENDLING		15.7	10.45AM
				2.6			
	12.10	659.7		HYLAND	(Spur)	13.1	10.30
				1.1			
45 WP	12.40	658.6	TO	MAROOLA		12.0	10.20
				0.6			
9		658.0		BALLY		11.4	
				3.0			
11	12.55	655.0		DONNA		8.4	10.00
				2.0			
	1.05	653.0		SPORES	(No Siding	6.4	9.50
				1.5			
33	1.15	651.5		YARNELL		4.9	9.45
				2.2			
4	1.30	649.3		HENDRICKS		2.7	9.30
				2.7			
P	1.45PM	646.6	R	MOHAWK JCT.		0.0	9.20AM
	Arrive Daily Ex. Sunday			15.7			Leave Daily Ex. Sunday
	(1.44)			Time over District			(1.25)
	9.12			Average speed per hour			11.15

EASTWARD / WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 109 April 4, 1926		Distance from Albany.	FIRST CLASS			SECOND CLASS	
	94 Mixed	218 Mixed	72 Lebanon Albany Motor	68 Shelburn Albany Motor	64 Lebanon Albany Motor						61 Albany Lebanon Motor	65 Albany Shelburn Motor	69 Albany Lebanon Motor	213 Mixed	95 Mixed
	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri
16 YP	2.45PM	10.35AM	5.57PM	4.07PM	8.12AM	697.3	R	TALLMAN		8.8	s 7.23AM	s 1.13PM	s 5.23PM	7.33AM	8.58AM
								0.9							
			f	f	f	696.4		ORANOR	(No Siding)	7.9	f	f	f		
								1.0							
14	2.51	10.43	f 6.02	f 4.12	f 8.17	695.4		GOLTRA		6.9	f 7.17	f 1.07	f 5.17	7.27	8.52
								1.7							
11	2.56	10.50	f 6.04	f 4.16	f 8.21	693.7		FRY		5.2	f 7.13	f 1.03	f 5.13	7.23	8.48
								2.2							
11	3.03	11.00	f 6.09	f 4.21	f 8.26	691.5		FROMAN		3.0	f 7.08	f 12.58	f 5.08	7.18	8.43
								2.0							
P	3.10	11.10	6.14	4.26	8.31	689.5 689.9		PAGE		1.0	7.04	12.54	5.04	7.14	8.39
								1.0							
Yard BKWFYP	3.15PM	11.15AM	s 6.20PM	s 4.30PM	s 8.35AM	690.9	TO-R	ALBANY		0.0	7.00AM	12.50PM	5.00PM	7.10AM	8.35AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(8.8)			Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(0.30)	(0.40)	(0.23)	(0.23)	(0.23)			Time over District			(0.23)	(0.23)	(0.23)	(0.23)	(0.23)
	17.60	13.20	22.95	22.95	22.95			Average speed per hour			22.95	22.95	22.95	22.95	22.95

EASTWARD / WESTWARD

Capacity of Sidings in car lengths.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926		Distance from Springfield Jct.	FIRST CLASS	SECOND CLASS	
	246 Mixed	98 Mixed	92 Rail head Eugene Passenger						91 Eugene Rail head Passenger	245 Mixed	97 Mixed
	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.	Leave Daily			STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
12 P			11.30AM	690.1	R	RAIL-HEAD	(Spur)	46.1	s 10.25AM		
						0.8					
64 P			s 11.33AM	689.3		PRYOR		45.3	s 10.20		
						5.2					
Yd. BKWYP		8.00AM	s 12.50PM	684.1	TO-R	OAKRIDGE		40.1	s 10.00		5.00PM
						2.2					
71 P		8.07	s 12.56	681.9		WESTFIR		37.9	s 9.30		4.55
						2.9					
63 P		8.15	f 1.03	679.0		LOOKOUT		35.0	f 9.24		4.40
						5.4					
64 P		8.30	f 1.17	673.6		LAWLER		29.6	f 9.12		4.15
						1.1					
14 P		8.33	s 1.20	672.5		ARMET		28.5	s 9.09		4.10
						3.8					
64		8.59	f 1.30	668.7		RESERVE		24.7	f 8.59		4.00
						2.3					
9			f 1.36	666.4		SIGNAL	(Spur)	22.4	f 8.53		
						0.7					
3			f 1.38	665.7		LANDAX	(Spur)	21.7	f 8.51		
						1.9					
64 WP		9.22	f 1.43	663.8		CARTER		19.8	f 8.46		3.40
						2.5					
32 P		9.35	s 1.50	661.3	TO	LOWELL		17.3	s 8.39		3.25
						2.2					
64 P		9.52	f 1.56	659.1		PENGRA		15.1	f 8.32		3.10
						2.9					
7		10.08	s 2.03	656.2		FALL CREEK	(Spur)	12.2	s 8.25		2.50
						1.7					
64 P		10.15	f 2.08	654.5		HILLS		10.5	f 8.20		2.40
						1.8					
34 P		10.25	f 2.13	652.7		JASPER		8.7	f 8.15		2.13
						2.2					
32 P		10.45	f 2.19	650.5		NATRON		6.5	f 8.09		1.50
						1.3					
3 P				649.2		BOTSFORD	(Spur)	5.2			
						2.6					
P	1.45PM	11.09	2.29	646.6	R	MOHAWK JCT.		2.6	7.59	9.20AM	1.35
						1.4					
Yard WYP	1.50	11.15AM	s 2.34	645.2	TO-R	SPRINGFIELD		1.2	s 7.55	9.15	1.30PM
						1.2					
23 YP	2.04PM		s 2.49PM	644.0	R	SPRINGFIELD JCT.		0.0	7.41AM	8.56AM	
	Arrive Daily Ex. Sunday	Arrive Tues., Thur., Sat.	Arrive Daily			(46.1)			Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
	(0.19)	(3.15)	(3.19)			Time over District			(2.44)	(0.24)	(3.30)
	8.21	11.97	13.88			Average speed per hour			16.87	6.50	11.46

EASTWARD / WESTWARD

Capacity of Sidings in car lengths.			SECOND CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Geer	SECOND CLASS		
			216 Mixed					215 Mixed		
			Lv. Mon., Wed., Fri.			STATIONS		Ar. Tues., Thurs., Sat.		
Yd. BKWFYP			6.30AM	726.2	TO-R	SALEM	6.8	11.20AM		
						3.6				
25			6.45	722.6		LACHMUND	3.2	11.05		
						3.2				
24 YP			6.55AM	719.4	R	GEER	0.0	10.55AM		
			Ar. Mon., Wed., Fri.			(6.8)		Lv. Tues., Thurs., Sat.		
			(0.25)			Time over District		(0.25)		
			16.32			Average speed per hour		16.32		

EASTWARD / WESTWARD

Capacity of Sidings in car lengths.	FIRST CLASS			Distance from San Francisco		Time Table No. 109 April 4, 1926		Distance from Canby	FIRST CLASS		
			56 Mixed						55 Mixed		
			Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday		
Yard BKWF			8.35AM	757.6	TO-R	MOLALLA		10.8	3.15PM		
						3.0					
12			8.45	754.6		LIBERAL		7.8	3.00		
						0.1					
				754.5		W. V. S. CROSSING		7.7			
						2.3					
27			8.55	752.2		RAMES		5.4	2.45		
						0.9					
4				751.3		SCOTT	(Spur)	4.5			
						1.7					
8			9.10	749.6		KRAFT	(Spur)	2.8	2.35		
						2.8					
46			9.25AM	746.8	TO-R	CANBY		0.0	2.25PM		
			Arrive Daily Ex. Sunday			10.8			Leave Daily Ex. Sunday		
			(0.50)			Time over District			(0.50)		
			12.96			Average speed per hour			12.96		

ADDITIONAL FLAG STOP: Patrol M. P. 752.9.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

MARSHFIELD SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from Eugene		Time Table No. 109	Distance from San Francisco	FIRST CLASS		SECOND CLASS	
	274	292	502	504			April 4, 1926		501	503	273	291
	Mixed	Local Freight	Passenger	Coos Bay Passenger					Powers Portland Passenger	Coos Bay Passenger	Mixed	Local Freight
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Monday
Yard BKWP			7.45AM	1.00AM	0.0	TO-R	EUGENE 1.0	647.8	s 3.05PM	s 12.20AM		
Yard BKWFYP	7.00AM	6.30AM	7.50	1.05	1.0	TO-R	BLAIR 1.0	648.3	3.00	12.16	2.00PM	2.30PM
					2.0		O. E. CROSSING 0.5	649.3				
70 P					2.5		SENECA 1.5	649.8				
P	7.10AM	6.40	s 8.00	1.14	3.9	R	TRANSFER 0.3	651.3	s 2.42	s 12.04	1.45PM	2.12
64		6.42	8.01	1.15	4.3		DANEBO 4.3	651.6	2.41	12.03AM		2.10
11			f 8.11	1.28	8.6		JETSON (Spur) 1.6	655.9	2.33	11.51PM		
6		7.10	f 8.13	f 1.33	10.2		MAYWOOD (Spur) 1.6	657.5	f 2.30	f 11.47		
5					11.8		CARDIFF 1.4	659.1				
40 P		7.25	s 8.22	f 1.43	13.2		VENETA 1.6	660.5	s 2.25	s 11.39		1.00
6			f	f	14.8		LONG TOM 0.9	662.1	f	f		
12		7.33	f 8.27	f 1.48	15.7		ELRUS (Spur) 1.3	663.0	f 2.18	f 11.32		12.45
7			f	f	17.0		SAILOR (Spur) 1.0	664.3	f	f		
33 WP		7.39	s 8.35	f 1.55	18.0	TO	NOTI 3.0	665.3	s 2.13	s 11.25		12.20PM
7		7.49	f 8.42	f 2.04	21.0		VAUGHN (Spur) 3.2	668.3	f 2.04	f 11.15		
20		7.59	f 8.50	f 2.13	24.2		FLAGG 1.2	671.5	f 1.54	f 11.06		11.55AM
15 P			s	f	25.4		PENN 0.8	672.7	s	f		
15			f	f	26.2		BLENCOE 1.2	673.5	f	f		
10			f	f	27.4		MEREDITH 1.2	674.7	f	f		
32 WP		8.11	f 9.02	f 2.28	28.6		WALTON 0.7	675.9	f 1.39	f 10.53		11.30
7			s	f	29.3		SHANNON 2.4	676.6	s	f		
8			f	f	31.7		GLOBE 3.1	679.0	f	f		
			f 9.19	f 2.46	34.8		AUSTA (No Siding) 1.9	682.1	f 1.21	f 10.38		
11			f	f	36.7		LINSLAW 1.0	684.0	f	f		
64 P		8.33	f 9.26	f 2.55	37.7		RICHARDSON 3.1	685.0	f 1.15	f 10.31		11.00
			f 9.33	f 3.08	40.8		BEECHER (No Siding) 5.7	688.1	f 1.05	f 10.22		
50 WP		8.55	f 9.47	f 3.20	46.5		NEKOMA 3.3	693.8	f 12.52	f 10.09		10.20
64 P		9.03	s **9.55**	f 3.32	49.8		SWISSHOME 3.5	697.1	s 12.42	f 9.59		**9.55**
15		9.12	f 10.04	f 3.42	53.3		RAINROCK 4.7	700.6	f 12.31	f 9.49		9.41
60 P		**9.29**	s 10.16	s 3.56	58.0	TO	MAPLETON 5.0	705.3	s 12.18	s 9.40		**9.29**
8		9.49	s 10.28	f 4.11	63.0		BECK (Spur) 2.1	710.3	s 12.03PM	f 9.26		9.11
		9.59	f 10.35	f 4.17	65.1		BETZEN (No Siding) 2.6	712.4	f 11.57AM	f 9.21		9.06
64 WP		**10.41**	f **10.41**	f 4.25	67.7		WENDSON 1.3	715.0	f 11.49	f 9.15		8.59
8 P		11.00	s 10.55	s 4.30	69.0	TO	CUSHMAN 1.7	716.3	s 11.43	s 9.10		8.55
22 P		**11.35AM**	f 11.00	f 4.38	70.7		SIBOCO 3.3	718.0	f **11.35**	f 9.04		8.40
18 WP		12.10PM	s 11.10	f 4.46	74.0		CANARY (Spur) 3.7	721.3	s 11.28	f 8.56		8.30
15 P		12.43	s **11.20**	s 4.56	77.7		SILTCOOS 2.2	725.0	s **11.20**	s 8.48		8.20
12		12.55	s 11.25	f 5.03	79.9		ADA (Spur) 1.1	727.2	s 11.11	f 8.42		8.10
43 P		1.05	f 11.29	f 5.07	81.0		BOOTH 4.5	728.3	f 11.07	f 8.39		8.05
20 P		1.25	f 11.39	f 5.20	85.5		KROLL 2.3	732.8	f 10.56	f 8.28		7.50
20 W		1.40	f 11.45	f 5.27	87.7		BRENHAM 3.7	735.1	f 10.50	f 8.22		7.40
45 TP		2.05	s 11.59AM	s 5.38	91.5		GARDINER 1.6	738.8	s 10.40	s 8.13		7.25
14 BKWP		2.30PM	s 12.03PM	s 5.46AM	93.1	TO-R	REEDSPORT	740.4	10.35AM	8.05PM		7.15AM
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(93.1)		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Monday
	(0.10)	(8.00)	(4.18)	(4.46)			Time over District		(4.30)	(4.15)	(0.15)	(7.15)
	16.80	11.60	21.65	16.32			Average speed per hour		20.69	21.91	11.20	12.80

Westward trains are superior to trains of the same class in the opposite direction.

Train Order Office at Blair for trains originating at Blair only.

ADDITIONAL FLAG STOPS

Train	At		Train	At	
All	Capps	M. P. 666.4	All	Hume	M. P. 707.7
All	Cosmos	M. P. 692.7	All	Neper	M. P. 719.9
All	Higdon	M. P. 695.4			

EASTWARD MARSHFIELD SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS	FIRST CLASS		Distance from Eugene		Time Table No. 109 April 4, 1926 STATIONS		Distance from San Francisco	FIRST CLASS		SECOND CLASS
	294 Local Freight	502 Passenger	504 Coos Bay Passenger						501 Powers Portland Passenger	503 Coos Bay Passenger	293 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
14 BKWP	4.00PM	12.10PM	5.48AM	93.1	TO-R	REEDSPORT	3.8	740.4	s 10.25AM	s 8.00PM	11.59PM
		f 12.17	f 6.00	96.9		SCHOOL (No Siding)	1.0	744.2	f 10.15	f 7.50	
30	4.20	f 12.20	f 6.03	97.9		THARP	2.1	745.2	f 10.13	f 7.48	11.29
18		f	f	100.0		WILLARD	1.7	747.3	f	f	
	4.35	f 12.28	f 6.14	101.7		BUFO (No Siding)	3.1	749.0	f 10.03	f 7.35	11.16
64 WP	5.00	s 12.38	s 6.25	104.8	TO	LAKESIDE	3.7	752.1	s 9.57	s 7.28	11.05
20		f	f	108.5		NEAL	1.5	755.8	f	f	
	5.20	f 12.51	f 6.40	110.0		BUTTERFIELD (No Siding)	2.0	757.3	f 9.47	f 7.17	10.35
15	5.30	s 12.56	f 6.45	112.0		HAUSER	2.5	759.3	s 9.42	f 7.13	10.30
8		f	f	114.5		ROGERS (Spur)	1.2	761.8	f	f	
64	5.45	f 1.05	f 6.55	115.7		COOS	2.6	763.0	f 9.35	f 7.05	10.20
63 OP	6.00	s 1.16	s 7.13	118.3	TO	NORTH BEND	2.8	765.6	s 9.25	s 6.57	10.00
P		s 1.30	s 7.25	121.1		CENTRAL AVENUE (No Siding)	0.5	768.4	s 9.10	s 6.45	
Yard BKWFYP	6.25PM	s 1.45	s 7.30AM	121.6	TO-R	MARSHFIELD	0.8	768.9	s 9.05	6.30PM	9.00PM
P				122.4	R	MILL SPUR	0.8	769.7			
15		1.50		123.2		McCORMAC	0.8	770.5	8.51		
5		f 1.52		124.0		CLEO	1.8	771.3	f 8.49		
6		f 1.57		125.8		HAYDEN	0.8	773.1	f 8.43		
3				126.6		INLET	4.6	773.9			
42 P		f 2.10		131.2		OVERLAND	2.3	778.5	f 8.31		
WP		s 2.16		133.5		BEAVER HILL JCT. (No Siding)	3.7	780.8	s 8.25		
28 P		2.25		137.2		CEDAR POINT	0.5	784.5	f 8.15		
21				137.7		CUNNINGHAM	0.8	785.0			
56 WP		s 2.37		138.5	TO	COQUILLE	2.8	785.8	s 8.11		
26		f 2.44		141.3		JOHNSON	3.2	788.6	f 8.02		
44 P		s 2.55		144.5		NORWAY	0.9	791.8	f 7.53		
4				145.4		YORK	2.0	792.7			
15 TP		s 3.05		147.4	TO	MYRTLE POINT	1.7	794.7	s 7.45		
3		f		149.1		EASTBROOK (Spur)	3.3	796.4	f		
9		s 3.21		152.4		BROADBENT (Spur)	2.4	799.7	s 7.26		
46 P		f 3.28		154.8		WARNER	1.2	802.1	f 7.18		
25				156.0		EMMONS (Spur)	3.0	803.3			
26 P		f 3.44		159.0		REGAL	1.3	806.3	f 7.06		
40 P		f 3.48		160.3		GAYLORD	5.9	807.6	f 7.02		
Yard BKWTP		s 4.15PM		166.2	TO-R	POWERS		813.5	6.45AM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(73.1)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.25) 11.92	(4.05) 17.90	(1.42) 16.94			..............Time over District.......... ....Average speed per hour.........			(3.40) 19.94	(1.30) 19.20	(2.59) 9.65

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 294 is superior to No. 293.

ADDITIONAL FLAG STOPS

Train	At		Train	At	
All	Helon	M. P. 756.4	All	Amifer	M. P. 802.6
All	Millington	M. P. 770.7	All	Delfit	M. P. 803.8
All	Davis Slough	M. P. 775.0	All	Carman	M. P. 805.8
All	Merchant	M. P. 777.1	All		M. P. 809.0
All	aledo	M. P. 779.6	All	Fensler	M. P. 810.3

PORTLAND SUBDIVISION

	EASTWARD					Time Table No. 109 April 4, 1926				WESTWARD			
	SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
Capacity of Sidings in car lengths	238 Local Freight	262 Local Freight	142 Tillamook Portland Passenger	150 Passenger	Distance from San Francisco			STATIONS	Distance from Hillsboro	141 Portland Tillamook Passenger	149 Passenger	237 Local Freight	261 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard BKWP		8.00AM	8.55AM		833.6	TO-R		WHEELER	68.6	s 1.08PM			10.10AM
1			s		833.2		0.4	HALL ST. (Spur)	68.2	s			
13 P		8.30	s 9.04		831.2		2.0	MOHLER	66.2	s 1.00			10.00
			f		829.4		1.8	FOLEY (No Siding)	64.4	f			
12		8.40	f 9.12		828.4		1.0	KNUDSON (Spur)	63.4	f 12.51			9.40
W			f		827.7		0.7	ADAIR	62.7	f			
			f		826.7		1.0	LYNBROOK (No Siding)	61.7	f			
65 P		9.21	f 9.21		825.1		1.6	BATTERSON	60.1	f 12.42			9.21
			f		822.5		2.6	NEHALEM FALLS (No Siding)	57.5	f			
			f		821.1		1.4	MAPLES (No Siding)	56.1	f			
25 P		9.50	s 9.35		819.8	TO	1.3	RECTOR (Spur)	54.8	s 12.29			8.50
20 P			f 9.38		818.9		0.9	WAKEFIELD	53.9	f 12.25			
38 P		10.15	f 9.47		815.7		3.2	SALMONBERRY	50.7	f 12.17			8.30
15			f 9.54		813.4		2.3	BELFORT	48.4	f 12.10			
22 P			f 9.57		812.3		1.1	PRESTON	47.3	f 12.07			
25 BWTP		10.45	s 10.03		811.0	TO	1.3	ENRIGHT	46.0	s 12.04PM			8.00
11 P		11.20	f 10.17		807.0		4.0	BELDING	42.0	f 11.50AM			7.40
19 P		**11.43AM**	f 10.25		805.1		1.9	MAYO	40.1	f **11.43**			7.30
Yard KWFTP		12.10PM	s 10.52	7.10AM	800.0	TO-R	5.1	COCHRAN	35.0	s 11.25	s 6.50PM		7.00
12		12.20	f 10.57	f 7.15	798.6		1.4	RELIANCE	33.6	f 11.12	f 6.40		6.30
40 P		12.30	f **11.06**	f 7.21	796.8		1.8	WEDEBURG	31.8	f **11.06**	f 6.34		6.20
25		12.50	s 11.15	f 7.29	794.3		2.5	WESTIMBER (Spur)	29.3	s 10.56	f 6.23		6.05
33 BKWFTP	3.00PM	1.00PM	¶ 11.19 11.34	s 7.35	793.1	TO-R	1.2	TIMBER	28.1	10.52 ¶ 10.37	s 6.18	5.20AM	6.00AM
13 P			f	f	792.5		0.6	HULBERT (Spur)	27.5	f	f		
6	3.15		f 11.44	f 7.45	789.2		3.3	WALCOTT (Spur)	24.2	f 10.21	f 6.01	4.50	
64 P	3.20		s 11.46	f 7.47	788.5		0.7	STRASSEL	23.5	s 10.19	f 5.59	4.45	
25 P	3.40		s 11.58AM	s 7.59	784.9	TO	3.6	SCOFIELD (Spur)	19.9	s 10.07	s 5.47	4.20	
30 WYP	4.00		s 12.08PM	s 8.14	781.2	TO	3.7	BUXTON	16.2	s 9.52	s 5.33	3.55	
20			s 12.13	f 8.20	778.9		2.3	MANNING (Spur)	13.9	s 9.45	f 5.27		
4			f 12.15	f 8.22	778.3		0.6	CARSTENS (Spur)	13.3	f 9.43	f 5.25		
	4.15		f 12.17	f 8.24	777.4		0.9	THORNBURG (No Siding)	12.4	f 9.41	f 5.23	3.30	
3			f 12.19	f 8.27	776.5		0.9	DAVIES (Spur)	11.5	f 9.39	f 5.21		
38	4.40		s 12.24	s 8.34	774.7	TO	1.8	BANKS	9.7	s 9.35	s 5.17	3.15	
45				f	773.8		0.9	WILKESBORO (Spur)	8.8		f		
7	4.50		s 12.28	f 8.40	772.5		1.3	ROY (Spur)	7.5	s 9.28	f 5.11	2.55	
25	**5.05**		f 12.33	f 8.47	770.2		2.3	SCHEFFLIN	5.2	f 9.23	f **5.05**	2.45	
3	5.10		f 12.35	f 8.50	769.1		1.1	BAGLEY (Spur)	4.1	f 9.21	f 5.02	2.40	
40					766.4		2.7	MAHAN	1.4				
21 P			s 12.42	s 9.00	765.5		0.9	MAIN STREET (W S Cg)	0.5	s 9.15	s 4.56		
					765.4		0.1	O. E. CROSSING	0.4				
Yard BKWFYP	5.30PM		s 12.45PM	s **9.10AM**	765.0	TO-R	0.4	HILLSBORO	0.0	**9.10AM**	4.25PM	2.20AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(68.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.30)	(5.00)	(3.50)	(2.00)				Time over District		(3.58)	(2.25)	(3.00)	(4.10)
	11.23	8.01	17.90	17.50				Average speed per hour		17.23	14.48	8.10	9.72

Westward trains are superior to trains of the same class in the opposite direction

Additional Flag Stops, Nos. 149 and 150; Lowick, M. P. 767.8; M. P. 773.5; Wirfs, M. P. 783.3; Fashion, M. P. 787.2; All Treen M. P. 790.2—M. P. 791.6; Nos. 141 and 142, Ripple, M. P. 809.4; Killen, M. P. 811.5.

	EASTWARD					Time Table No. 109 April 4, 1926		WESTWARD	
	SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
Capacity of Sidings in car lengths	262 Local Freight	142 Tillamook Portland Passenger	Distance from San Francisco			STATIONS	Distance from Hillsboro	141 Portland Tillamook Passenger	261 Local Freight
	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWFYP	5.30AM	7.40AM	855.8	TO-R		TILLAMOOK	90.8	s 2.25PM	2.00PM
15		f	853.3		2.5	JUNO (Spur)	88.3	f	
7	5.45	f 7.50	851.4		1.9	IDAVILLE	86.4	f 2.12	1.30
			851.3		0.1	KELCHES RIVER RY. CSG.	86.3		
12	5.55	s 7.57	849.9	TO	1.4	BAY CITY (Spur)	84.9	s 2.08	1.10
		f	847.9		2.0	HOBSONVILLE (No Siding)	82.9	f	
26	6.15	f 8.07	846.4		1.5	MIAMI	81.4	f 1.56	12.40
21	6.20	s 8.11	845.7	TO	0.7	GARIBALDI	80.7	s 1.53	12.35
17 W	6.25	s 8.16	843.8		1.9	BARVIEW	78.8	s 1.48	12.20
		f	842.4		1.4	WATSECO (No Sdg.)	77.4	f	
2		f 8.21	841.8		0.6	TWIN ROCKS (Spur)	76.8	f 1.42	
		s 8.23	841.2		0.6	SALTAIR (No Siding)	76.2	s 1.40	
2	6.45	s 8.28	840.7	TO	0.5	ROCKAWAY (Spur)	75.7	s 1.38	12.05PM
2			840.5		0.2	SEAVIEW (Spur)	75.5		
16	6.50	s 8.31	840.0		0.5	LAKE LYTLE	75.0	s 1.32	11.50AM
1		s 8.33	839.3		0.7	MANHATTAN BEACH (Spur)	74.3	s 1.30	
9		f	838.6		0.7	HADDON	73.6	f	
30	7.00	f 8.40	837.1		1.5	JETTY	72.1	f 1.23	11.30
28 P	7.15	s 8.43	836.5		0.6	BRIGHTON	71.5	s 1.21	11.25
Yard BKWP	7.40AM	s 8.50AM	833.6	TO-R	2.9	WHEELER	68.6	1.13PM	11.00AM
	Arrive Daily Ex. Sunday	Arrive Daily				(22.2)		Leave Daily	Leave Daily Ex. Sunday
	(2.10)	(1.10)				Time over District		(1.12)	(3.00)
	10.24	19.03				Average Speed per Hour		18.50	7.40

Additional Flag Stops, M. P. 845.2.

PORTLAND SUBDIVISION

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Albany	FIRST CLASS	SECOND CLASS	
	278 Local Freight	264 Local Freight	402 Passenger					401 Passenger	263 Local Freight	277 Local Freight
	Lv. Daily Ex. Sunday	Lv. Daily Ex. Monday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex.Sunday	Ar. Daily Ex. Sunday
Yard BKWFTP		7.00AM	8.00AM	774.3	TO-R	YAQUINA	83.4	s 4.50PM	1.30PM	
						2.0				
			f 8.05	772.3		OYSTERVILLE (No Siding)	81.4	f 4.40		
						2.9				
			f 8.17	769.4		MOODY (No Siding)	78.5	f 4.31		
						2.8				
3				766.6		ALTREE (Spur)	75.7			
						1.0				
30 P		7.45	s 8.25	765.6	TO	TOLEDO	74.7	s 4.20	12.45	
						2.7				
2			f	762.9		BURPEE	72.0	f		
						3.6				
			f 8.40	759.3		STORRS (No Siding)	68.4	f 3.57		
						2.8				
6		8.15	s 8.47	756.5		ELK CITY (Spur)	65.6	s 3.51	12.05PM	
						2.7				
2		8.25	f 8.55	753.8		MORRISON (Spur)	62.9	f 3.43	11.50AM	
						3.2				
13 P		8.40	s 9.03	750.6		CHITWOOD	59.7	s 3.35	11.35	
						5.4				
35 P		**9.17**	s **9.17**	745.2		EDDYVILLE	54.3	s 3.21	11.15	
						6.3				
40		9.50	s 9.32	738.9		NORTONS	48.0	s 3.06	10.50	
						5.2				
33 WTP		**10.30**	s 9.48	733.7	TO	NASHVILLE	42.8	s 2.53	**10.30**	
						5.2				
36 P		11.00	s **10.05**	728.5	TO	SUMMIT	37.6	s 2.35	**10.05**	
						2.5				
9			f 10.12	726.0		DEVITT	35.1	f 2.27		
						2.8				
12 P		11.25	s 10.20	723.2		BLODGETT	32.3	s 2.20	9.00	
						1.2				
2 W			f 10.23	722.0		ALDER (Spur)	31.1	f 2.16		
						3.6				
10			f 10.33	718.4		HARRIS	27.5	f 2.05		
						1.2				
3				717.2		RUSSELL (Spur)	26.3			
						1.3				
15 P		11.55AM	s 10.40	715.9		WRENS	25.0	s 1.57	8.00	
						5.6				
6		12.15PM	f 10.52	710.3		NOON (Spur)	19.4	f 1.43		
						0.9				
4				709.4		FLYNN	18.5			
						0.9				
21 WP		12.30	s 10.58	708.5	TO	PHILOMATH	17.6	s 1.39	7.20	
						2.5				
6				706.0		CONROY	15.1			
						2.9				
Yard BKWFYP	2.30PM	12.55	s 11.20	703.1	TO-R	CORVALLIS	12.2	s 1.25	7.00	10.10AM
						1.0				
P	2.35	**1.11**	s 11.25	702.1		CORVALLIS JCT. (W.S. Crsg.)	11.2	s **1.11**	6.40	10.05
						5.0				
25 P	2.50	1.35	f 11.34	697.1		GRANGER	6.2	f 1.01	6.23	9.50
						4.5				
2			f 11.43	692.6		NORTH ALBANY (Spur)	1.7	f 12.52		
						1.1				
				691.5		O. E. CROSSING	0.6			
						0.6				
Yard BKWFYP	3.15PM	2.00PM	s 11.55AM	690.9	TO-R	ALBANY	0.0	12.45PM	6.00AM	9.30AM
	Ar. Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(83.4)		Leave Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(0.45) 16.26	(7.00) 11.91	(3.55) 21.29			..........Time over District.......... ....Average speed per hour........		(4.05) 20.42	(7.30) 11.12	(0.40) 18.30

See page 16 for additional trains between Corvallis and Corvallis Jct.

EASTWARD / WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 109 April 4, 1926	Distance from Willsburg Jct.	FIRST CLASS	SECOND CLASS		
	232 Local Freight	238 Local Freight	234 Local Freight	142 Tillamook Portland Passenger				141 Portland Tillamook Passenger	231 Local Freight	233 Local Freight	237 Local Freight
	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Monday	Lv. Daily		STATIONS		Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday
P	9.31PM	8.16PM	11.15AM	1.49PM	768.1	WILSONIA (No Siding)	3.2	7.53AM	12.35AM	5.50AM	11.49PM
						0.9					
37 P	9.35	8.20	11.17	1.52	769.0	MENEFEE	2.3	7.50	12.31	5.46	11.43
						1.1					
5	9.39	8.24	11.29	s 1.56	770.1	MILWAUKIE	1.2	s 7.48	12.27	5.42	11.40
						1.2					
P	9.44PM	8.29PM	11.34AM	2.00PM	771.3	WILLSBURG JCT.	0.0	7.44AM	12.22AM	5.37AM	11.36PM
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily		(3.2)		Leave Daily	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(0.13) 14.77	(0.13) 14.77	(0.19) 10.10	(0.11) 17.47		................Time over District ....Average speed per hour		(0.09) 21.33	(0.13) 14.47	(0.13) 14.47	(0.13) 14.47

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Albany	SECOND CLASS	
	268 Mixed	266 Mixed					265 Mixed	267 Mixed
	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday			STATIONS		Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday
			750.0		IDANHA (No Siding)	59.1		
					3.4			
14			746.6		LARSON	55.7		
					0.7			
28 BKFTP	11.20AM		745.9	TO-R	DETROIT	55.0		3.35PM
					1.8			
	11.30		744.1		BREITENBUSH (No Siding)	53.2		3.25
					0.7			
			743.4		BERRY (No Siding)	52.5		
					2.6			
8	11.50AM		740.8		HALLS	49.9		3.05
					0.7			
10			740.1		GRANITE MOUNTAIN	49.2		
					2.1			
12			738.0		ENDER	47.1		
					4.2			
4 P	12.20PM		733.8		NIAGARA (Spur)	42.9		2.35
					2.4			
			731.4		MINTO (No Siding)	40.5		
					1.1			
2			730.3		SCHROEDER	39.4		
					0.8			
24 P	12.40		729.5		GATES	38.6		2.15
					2.9			
33 BKWYP	12.55PM	1.15PM	726.6	TO-R	MILL CITY	35.7	9.55AM	2.00PM
					3.0			
9		1.30	723.6		GOOCH (Spur)	32.7	9.40	
					1.1			
5		1.35	722.5		FOX VALLEY (Spur)	31.6	9.35	
					2.3			
9			720.2		FAWN (Spur)	29.3		
					0.9			
17 WP		1.50	719.3		LYONS	28.4	9.20	
					0.6			
20 Y			718.7		MILLWOOD	27.8		
					3.3			
4			715.4		WILLIAMS (Spur)	24.5		
					4.5			
14 P		2.20	710.9		KINGSTON	20.0	8.50	
					5.9			
WYP		2.45	705.0	TO-R	SHELBURN (W. S. Crsg.)	14.1	8.25	
					2.4			
24		2.55	702.6		MUNKERS	11.7	8.15	
					2.3			
5		3.05	700.3		THOMAS (Spur)	9.4	8.05	
					2.9			
5		3.17	697.4		BUSSARD (Spur)	6.5	7.53	
					6.5			
Yd.BKWFYP		3.45PM	690.9	TO-R	ALBANY	0.0	7.30AM	
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday			59.1		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(1.35) 12.18	(2.30) 14.28			......Time over District...... ...Average speed per hour		(2.25) 14.77	(1.35) 12.18

Exceptions: No. 268 is superior to No. 267.

ADDITIONAL FLAG STOPS: RENNER MP 698.7 LEFFLER MP 709.2 LIVESAY MP 728.2 HALSTEAD MP 735.7

EASTWARD / WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Cook	FIRST CLASS	SECOND CLASS	
	238 Local Freight	234 Local Freight	142 Tillamook Portland Passenger					141 Portland Tillamook Passenger	237 Local Freight	233 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily			STATIONS		Arrive Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday
50 BKPEI	7.20PM	9.45AM	1.15PM	775.4	TO-R	BEAVERTON	7.4	s 8.32AM	12.55AM	6.44AM
						0.7				
P				776.1		ELECTRIC SHOPS	6.7			
						0.3				
14 E			f	776.4		REYNOLDS	6.4	f		
						1.2				
5 E		10.00	f 1.20	777.6		FANNO (Spur)	5.2	f 8.23	12.50	6.37
						0.8				
13 E	7.30	10.10	f 1.22	778 4		ROBINSON	4.4	f 8.20	12.45	6.34
						0.8				
P				779.2		O. E. CROSSING	3.6			
						0.7				
8 E	7.35	10.25	f 1.27	779.9		TIGARD	2.9	f 8.16	12.40	6.24
						2.9				
WYPE	7.50PM	10.35AM	s 1.33PM	782.8	R	COOK	0.0	8.09AM	12.30AM	6.20AM
	Arrive Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily			(7.4)		Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(0.30) 14.80	(0.50) 8.88	(0.18) 24.67			.... Time over District .... Average speed per hour		(0.23) 19.30	(0.25) 17.76	(0.24) 18.50

ADDITIONAL FLAG STOPS: M. P. 781.4.

E. Electrified sidings.

Westward trains are superior to trains of the same class in the opposite direction.

PORTLAND SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS			FIRST CLASS																	Distance from San Francisco		Time Table No. 109 April 4, 1926
	232	238	234	322	320	360	318	316	352	314	312	142	310	358	308	354	306	304	356	302			
	Local Freight	Local Freight	Local Freight	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	Tillamook Portland Passenger	Cook Electric	East Side Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	McMinnville Electric	Cook Electric			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			STATIONS
YPE	5.20PM					6.25PM			3.33PM					10.48AM		8.26AM			5.46AM		738.0	R	ST. JOSEPH
19 PE	5.25					s 6.28			s 3.36					s 10.53		s 8.29			s 5.48		739.5	TO	1.5 LAFAYETTE
						6.31			f 3.39					f 10.56		f 8.32			f 5.52		741.4		1.9 OAK LAWN (No Siding)
10 PE	5.35					f 6.32			s 3.40					s 10.57		s 8.34			s 5.53		742.1	TO	0.7 DAYTON
						6.34			f 3.42					f 10.59		f 8.36			f 5.55		743.4		1.3 CRAWFORD (No Siding)
14 PE	**5.53**					f 6.38			s 3.46					f **11.04**		s 8.40			s 5.59		746.1		2.7 DUNDEE
PE	**6.00**					**6.41**			3.49					11.07		8.43			6.03		748.3		2.2 FIRST ST.
PE	6.45					s 6.45			s 3.54					s 11.10		s 8.47			s 6.06		748.5 748.7	TO	0.4 (S. L. Co. Cg.) NEWBERG
PE	**7.00**					**6.48**			3.57					11.13		**8.50**			6.09		749.1 749.3		0.6 MERIDIAN
15 WPE	7.10					**6.51**			s 4.00					f 11.16		s 8.53			s 6.12		750.8		1.5 SPRINGBROOK
18 PE	7.25					6.57			s 4.05					f 11.22		s 9.00			f 6.18		753.0		2.2 REX
12 PE	7.30					7.00			f 4.08					f 11.25		f 9.03			f 6.21		754.3		1.3 CHEHALEM
11 E	7.35					7.01			f 4.09					11.26		f 9.04			f 6.22		754.7		0.4 VOTAW
7						f 7.03			s 4.12					f 11.29		s 9.07			s 6.25		756.1		1.4 MIDDLETON (Spur)
25 PE	8.15					s 7.06			s 4.17					s 11.32		s 9.13			s 6.29		757.6	TO	1.5 SHERWOOD
5						7.09			f 4.20					f 11.35		f 9.16			f 6.32		759.5		1.9 CIPOLE
7						7.11			f 4.22					f 11.37		f 9.18			f 6.34		760.5		1.0 HERRMAN (Spur)
20 PE	8.40					f 7.13			s 4.25					s 11.39		s 9.21			s 6.37		762.0		1.5 TUALATIN
						f			f					f		f			f		762.4		0.4 GALBREATH (No Siding)
WYPE	9.05	7.55PM	10.50AM	10.45PM	8.50PM	s 7.17	7.03PM	5.47PM	s 4.29	4.15PM	2.40PM	1.34PM	1.15PM	s 11.43	10.40AM	s 9.27	**8.16**AM	7.35AM	s 6.42	12.01AM	764.0	R Block Signals	1.6 COOK
51 E	9.10	8.00	10.52	f 10.46	f 8.51	7.18	f 7.04	f 5.48	4.30	f 4.16	f 2.41	1.35	f 1.16	f 11.44	f 10.41	s 9.28	f 8.17	f 7.36	f 6.43	f 12.02	764.5		0.5 BRYANT
				f	f		f	f		f	f		f	f	f	f	f	f	f	f	765.0		0.5 LAKE GROVE (No Siding)
				f	f		f	f		f	f		f	f	f	f	f	f	f	f	765.4		0.4 GOODIN (No Siding)
30 PE	9.29	8.14	11.10	s 10.55	s 9.00	s 7.25	s 7.11	s 5.55	s 4.38	s 4.25	s 2.50	s **1.45**	s 1.25	s 11.52	s 10.50	s **9.39**	s 8.25	s **7.45**	s 6.53	s **12.10**	767.8	TO-R	2.4 OSWEGO
P	9.30PM	8.15PM	11.11AM	f 10.56	f 9.01	7.26	f 7.12	f 5.56	4.39	f 4.26	f 2.51	1.47PM	f 1.26	f 11.53	f 10.51	f 9.40	f 8.26	f 7.46	f 6.54	f 12.11	768.1		0.3 WILSONIA (No Siding)
W				f	f		f	f		f	f		f	f	f	f	f	f	f	f	768.6		0.5 BRIARWOOD (No Siding)
				f 10.58	f 9.03	7.27	f 7.14	f 5.58	4.40	f 4.28	f 2.53		f 1.28	f 11.55	f 10.53	f 9.41	f 8.28	f 7.48	f 6.56	f 12.13	768.8		0.2 ROCK SPUR (No Siding)
P				f 10.59	f 9.05	7.28	f 7.16	f 5.59	4.41	f 4.29	f 2.55		f 1.30	f 11.56	f 10.54	f 9.43	f 8.29	f 7.50	f 6.59	f 12.15	769.4		0.6 ELK ROCK (No Siding)
				f	f		f	f		f	f		f	f	f	f	f	f	f	f	769.6		0.2 RIVERWOOD (No Siding)
4 PE				f 11.00	f 9.06	7.29	f 7.17	f **6.02**	4.42	f 4.30	f 2.56		f 1.31	f 11.57	f 10.55	f 9.44	f 8.30	f 7.52	f 7.00	f 12.16	769.9		0.3 RIVERA
				f 11.01	f 9.07	7.30	f 7.18	f 6.03	4.43	f 4.31	f 2.57		f 1.32	f 11.58	f 10.56	f 9.45	f 8.31	f 7.53	f 7.01	f 12.17	770.1		0.2 RIVERDALE (No Siding)
				f 11.02	f 9.08	7.31	f 7.19	f 6.04	4.44	f 4.32	f 2.58		f 1.33	f 11.59AM	f 10.57	f 9.46	f 8.32	f 7.54	f 7.02	f 12.18	770.4		0.3 EWAHWE (No Siding)
18 PE				f 11.04	f 9.10	7.33	f 7.21	f 6.06	**4.50**	f 4.34	f 3.00		f **1.35**	f 12.01PM	f 10.59	f 9.48	f 8.34	f **7.58**	f **7.05**	f 12.20	771.3		0.9 CEMETERY
				f 11.05	f 9.11	7.34	f 7.22	f 6.07	4.51	f 4.35	f 3.01		f 1.36	f 12.02	f 11.00	f 9.49	f 8.35	f 8.00	f 7.07	f 12.21	771.9		0.6 FULTON (No Siding)
2				f 11.06	f 9.12	7.35	f 7.23	f 6.08	4.52	f 4.36	f 3.02		f 1.37	f 12.03	f 11.01	f 9.50	f 8.36	f 8.01	f 7.08	f 12.22	772.3		0.4 SOUTHERN PORTLAND
6				f	f		f	f		f	f		f	f	f		f	f		f	772.6		0.3 JONES (Spur)
10 E				f 11.08	f 9.14	7.36	f 7.25	f 6.10	4.53	f 4.38	f 3.04		f 1.39	f 12.04	f 11.03	9.51	f 8.38	f 8.04	f 7.11	f 12.24	773.1		0.5 ZIMMERMAN (Spur)
6				f 11.09	f 9.15	7.37	f 7.26	f 6.11	4.54	f 4.39	f 3.05		f 1.40	f 12.05	f 11.04	9.52	f 8.39	f 8.05	f 7.12	f 12.25	773.3		0.2 MULBOX (Spur)
23 PE				f 11.11	f 9.16	7.38	f 7.28	f 6.12	4.56	f 4.41	f 3.07		f 1.42	f 12.06	f 11.05	9.53	f 8.41	f 8.07	f 7.14	f 12.26	774.1		0.8 TURNTABLE
Yard PE				s 11.14	s 9.18	s 7.41	s 7.31	s 6.14	s 4.58	s **4.43**	s 3.10		s 1.45	s 12.08	s 11.07	s **9.56**	s 8.43	s 8.10	s 7.16	s 12.29	774.8	TO Double Track	0.7 JEFFERSON ST.
				s 11.17	s 9.21	s 7.44	s 7.34	s 6.17	s 5.02	s **4.48**	s 3.13		s 1.48	s 12.11	s 11.10	s 9.59	s 8.46	s 8.15	s **7.19**	s 12.32	775.1		0.3 4TH & JEFFERSON STS.
				s 11.21	s 9.25	s 7.49	s 7.38	s 6.21	s 5.07	s 4.53	s 3.17		s 1.52	s 12.17	s 11.14	s 10.06	s 8.53	s 8.21	s 7.25	s 12.36	775.6		0.5 STARK ST. (City Sta.)
				s 11.22PM	9.26	7.50	7.39	s 6.22PM	**5.08**	**4.54**	3.18		s 1.53PM	**12.18**	11.15	10.07	8.54	8.22	s **7.26**	12.37	775.8		0.2 ANKENY ST.
BKPEI					s 9.30PM	s **7.55**PM	s 7.45PM		s **5.15**PM	s 5.00PM	s 3.25PM			s 12.25PM	s 11.20AM	s 10.15AM	s 9.00AM	s 8.30AM	s 7.30AM	s 12.45AM	776.2	TO-R	0.4 PORTLAND
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(38.2)
	(4.10) 7.22	(0.20) 12.30	(0.21) 11.76	(0.37) 19.14	(0.40) 18.30	(1.30) 25.47	(0.42) 17.43	(0.35) 20.23	(1.42) 22.47	(0.45) 16.27	(0.45) 16.27	(0.13) 18.92	(0.38) 18.63	(1.37) 23.63	(0.40) 18.30	(1.49) 21.03	(0.44) 16.64	(0.55) 13.31	(1.44) 22.04	(0.44) 16.64			..........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

See pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland, and on Flag at Jean M. P. 763.5, Pacific College, and Main St., Newberg, Benbow, M. P. 747.9 Glad, M. P. 755.4, Links MP 766.8. **No. 142 will stop at Bryant, Lake Grove and Goodin to detrain passengers from West of Cook.** No. 352 will stop at all stations to detrain passengers from West of Cook.

E—Electrified sidings.

PORTLAND SUBDIVISION

WESTWARD

Time Table No. 109

April 4, 1926

	STATIONS			Distance from Portland	303	305	141	351	307	357	309	359	311	313	353	315	355	317	319	321	323	231	233	237
					FIRST CLASS																	SECOND CLASS		
					Cook Electric	Cook Electric	Portland Tillamook Passenger	East Side Electric	Cook Electric	East Side Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	East Side Electric	Cook Electric	McMinnville Electric	Cook Electric	Cook Electric	Cook Electric	Cook Electric	Local Freight	Local Freight	Local Freight
					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	ST. JOSEPH	1.5		38.2				s 9.19AM		s 11.16AM		s 2.48PM			s 6.08PM		s 7.23PM					2.40AM		
TO	LAFAYETTE	1.9		36.7				s 9.16		s 11.14		s 2.45			s 6.05		s 7.19					2.35		
	OAK LAWN (No Siding)	0.7		34.8				f 9.11		f 11.11		2.41			f 6.01		f 7.14							
TO	DAYTON	1.3		34.1				s 9.10		s 11.10		s 2.40			s 6.00		s 7.13					2.25		
	CRAWFORD (No Siding)	2.7		32.8				f 9.07		f 11.08		2.38			f 5.57		f 7.09							
	DUNDEE	2.2		30.1				s 9.03		f **11.04**		f 2.34			s **5.53**		s 7.05					2.15		
	FIRST ST.	0.4 (S. L. Co. Csg.)		27.9 27.7				8.58		11.00		2.31			5.48		**7.00**					2.05		
TO	NEWBERG	0.6		27.5				s 8.56		s 10.58		s 2.29			s 5.46		s 6.58					2.00		
	MERIDIAN	1.5		26.9				**8.50**		10.55		2.26			5.40		**6.54**					1.45		
	SPRINGBROOK	2.2		25.4				s 8.47		f 10.53		f 2.24			s 5.38		s **6.51**					1.40		
	REX	1.3		23.2				s 8.40		f 10.46		f 2.17			s 5.31		f 6.44					1.30		
	CHEHALEM	0.4		21.9				f 8.37		f 10.43		f 2.14			f 5.28		f 6.41					1.25		
	VOTAW	1.4		21.5				f 8.36		10.42		2.13			f 5.27		f 6.40					1.20		
	MIDDLETON (Spur)	1.5		20.1				s 8.33		f 10.39		f 2.10			s 5.24		s 6.37							
TO	SHERWOOD	1.9		18.6				s 8.30		s 10.36		s 2.07			s 5.21		s 6.34					1.15		
	CIPOLE	1.0		16.7				f 8.24		f 10.32		f 2.03			f 5.16		f 6.29							
	HERRMAN (Spur)	1.5		15.7				f 8.22		f 10.30		2.01			f 5.14		f 6.27							
	TUALATIN	0.4		14.2				s 8.19		s 10.28		s 1.59			s 5.12		s 6.25					1.10		
	GALBREATH (No Siding)	1.6	Block Signals	13.8				f		f		f			f		f							
R	COOK	0.5		12.2	s 7.25AM	s 7.55AM	s 8.08AM	s **8.16**	s 9.50AM	s 10.24	s 12.55PM	s 1.55	s 2.30PM	s 4.13PM	s 5.08	s 5.45PM	s 6.21	s 7.00PM	s 8.33PM	s 10.38PM	s 11.59PM	1.00	6.17AM	12.27AM
	BRYANT	0.5		11.7	f 7.24	f 7.53	f 8.06	f 8.15	f 9.49	f 10.22	f 12.54	f 1.53	f 2.29	f 4.12	s 5.06	f 5.44	f 6.19	f 6.59	f 8.32	f 10.36	f 11.58	12.55	6.15	12.25
	LAKE GROVE (No Siding)	0.4		11.2	f	f	f	f	f	f	f	f	f	f	s	f	f	f	f	f	f			
	GOODIN (No Siding)	2.4		10.8	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f			
TO-R	OSWEGO	0.3		8.4	s 7.17	s **7.45**	s 7.57	s 8.07	s **9.39**	s 10.15	s 12.45	s **1.45**	s 2.21	s 4.05	s 4.59	s 5.36	s 6.10	s 6.51	s 8.24	s 10.28	s 11.51	12.45	6.00	**12.10AM**
	WILSONIA (No Siding)	0.5		8.1	f 7.15	f 7.41	7.55AM	8.05	f 9.37	f 10.13	f 12.44	1.43	f 2.19	f 4.03	4.57	f 5.34	f 6.08	f 6.49	f 8.22	f 10.26	f 11.49	12.40AM	5.55AM	11.50PM
	BRIARWOOD (No Siding)	0.2		7.6	f	f			f	f	f		f	f		f	f	f	f	f	f			
	ROCK SPUR (No Siding)	0.6		7.4	f 7.13	f 7.40		8.04	f 9.35	f 10.11	f 12.42	1.41	f 2.17	f 4.01	4.56	f 5.32	f 6.05	f 6.47	f 8.20	f 10.24	f 11.47			
	ELK ROCK (No Siding)	0.2		6.8	f 7.10	f 7.39		8.03	f 9.34	f 10.10	f 12.40	1.40	f 2.16	f 4.00	4.55	f 5.31	f 6.03	f 6.46	f 8.19	f 10.23	f 11.46			
	RIVERWOOD (No Siding)	0.3		6.6	f	f			f	f	f		f	f		f	f	f	f	f	f			
	RIVERA	0.2		6.3	f 7.09	f 7.38		8.02	f 9.33	f 10.09	f 12.39	1.39	f 2.15	f 3.59	4.54	f 5.30	f **6.02**	f 6.45	f 8.18	f 10.22	f 11.45			
	RIVERDALE (No Siding)	0.3		6.1	f 7.08	f 7.37		8.01	f 9.32	f 10.08	f 12.38	1.38	f 2.14	f 3.58	4.53	f 5.29	f 6.01	f 6.44	f 8.17	f 10.21	f 11.44			
	EWAHWE (No Siding)	0.9		5.8	f 7.07	f 7.36		8.00	f 9.31	f 10.07	f 12.37	1.37	f 2.13	f 3.57	4.52	f 5.28	f 6.00	f 6.43	f 8.16	f 10.20	f 11.43			
	CEMETERY	0.6		4.9	f **7.05**	f 7.34		**7.58**	f 9.29	f 10.05	f 12.35	**1.35**	f 2.11	f 3.55	**4.50**	f 5.26	f 5.58	f 6.41	f 8.14	f 10.18	f 11.41			
	FULTON (No Siding)	0.4		4.3	f 7.02	f 7.33		7.57	f 9.28	f 10.03	f 12.34	1.33	f 2.10	f 3.54	4.49	f 5.24	5.57	f 6.40	f 8.13	f 10.17	f 11.40			
	SOUTHERN PORTLAND (Spur)	0.3		3.9	f 7.01	f 7.32		7.56	f 9.27	f 10.02	f 12.33	1.32	f 2.09	f 3.53	4.48	f 5.23	5.56	f 6.39	f 8.12	f 10.16	f 11.39			
	JONES (Spur)	0.5		3.6	f	f			f		f		f	f		f		f	f	f	f			
	ZIMMERMAN (Spur)	0.2		3.1	f 6.58	f 7.30		7.54	f 9.25	10.00	f 12.31	1.30	f 2.07	f 3.51	4.46	f 5.21	5.54	f 6.37	f 8.10	f 10.14	f 11.37			
	MULBOX (Spur)	0.8		2.9	f 6.57	f 7.29		7.53	f 9.24	9.59	f 12.30	1.29	f 2.06	f 3.50	4.45	f 5.20	f 5.53	f 6.36	f 8.09	f 10.13	f 11.36			
	TURNTABLE	0.7		2.1	f 6.55	f 7.28		7.52	f 9.23	9.58	f 12.29	1.27	f 2.05	f 3.48	4.44	f 5.18	5.52	f 6.35	f 8.08	f 10.12	f 11.35			
	TO JEFFERSON ST.	0.3		1.4	s 6.52	s 7.26		s 7.51	s 9.21	s **9.56**	s 12.27	s 1.26	s 2.03	s 3.46	s **4.43**	s 5.16	s 5.51	s 6.33	s 8.06	s 10.11	s 11.33			
	4TH & JEFFERSON STS.	0.5	Double Track	1.1	f 6.48	f **7.23**		f 7.48	f 9.18	f 9.53	f 12.23	f 1.23	f 2.00	f 3.43	f 4.38	f 5.13	f 5.48	f 6.30	f **8.03**	f 10.08	f 11.30			
	STARK ST. (City Sta.)	0.2		0.6	s 6.45	s 7.20		s 7.45	s 9.15	s 9.50	s 12.20	s 1.20	s 1.57	s 3.40	s 4.35	s 5.10	s 5.45	s 6.27	s 8.00	s 10.05	s 11.27			
	ANKENY ST.	0.4		0.4	6.43AM	**7.18**		7.43	9.13	9.48	**12.18**	1.18	1.55PM	3.38	**4.33**	**5.08**	5.43	6.25PM	**7.58**	10.03	11.25PM			
TO-R	PORTLAND			0.0		7.15AM		7.40AM	9.10AM	9.45AM	12.15PM	1.15PM		3.35PM	4.30PM	5.05PM	5.40PM		**7.55PM**	10.00PM				
	(38.2)				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	Time over District				(0.42)	(0.40)	(0.13)	(1.39)	(0.40)	(1.31)	(0.40)	(1.33)	(0.35)	(0.38)	(1.38)	(0.40)	(1.43)	(0.35)	(0.38)	(0.38)	(0.34)	(2.00)	(0.22)	(0.37)
	Average speed per hour				16.86	18.30	18.92	23.15	18.30	25.19	18.30	24.65	20.91	19.26	23.39	18.30	22.25	20.91	19.26	19.26	21.53	15.05	11.18	6.65

Westward trains are superior to trains of the same class in the opposite direction.

See pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside, and Morrison Sts., Portland, and on flag at Jean M. P. 763.5, Pacific College and Main St., Newberg, Benbow M. P. 747.9, Glad M. P. 755.4, and at Links M. P. 766.8.

E—Electrified sidings.

PORTLAND SUBDIVISION
EASTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS																	Distance from San Francisco		Time Table No. 109 April 4, 1926	
	238	232	270	234	136	138	140	360	132	352	122	130	142	128	358	354	124	126	134	120	356				
	Local Freight	Local Freight	Mixed	Local Freight	Hillsboro Electric	Reedville Electric	Forest Grove Electric	East Side Electric	Reedville Electric	East Side Electric	West Side Electric	Forest Grove Electric	Tillamook Portland Passenger	Forest Grove Electric	East Side Electric	East Side Electric	West Side Electric	Forest Grove Electric	ForestGrove Electric	Reedville Electric	McMinnville Electric				
	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS	
16 WFYPE		3.45PM	3.35PM					6.11PM		3.18PM					10.34AM	8.11AM						730.7	R	WHITESON	4.2
8 BKWPE		5.00	3.50PM	5.00AM				s 6.19		s 3.27	3.17PM				s10.42	s8.20	7.45AM				5.40AM	734.9	TO-R	McMINNVILLE	3.1
22 YPE		5.15PM		5.15				s 6.24PM		s 3.32PM	s 3.32				s10.47AM	s8.25AM	s 7.51				s 5.45AM	738.0	R	ST. JOSEPH	4.2
95 WPE				5.35							s 3.39						s 8.00					742.2	TO	CARLTON	1.7
3											f						f					743.9		BATAN (Spur)	1.7
20 PE				5.45							s 3.45						s 8.06					745.6		YAMHILL	2.4
14 PE				5.55							s 3.49						s 8.12					748.0		COVE ORCHARD	2.7
11 PE				6.05							f 3.53						f 8.16					750.7		WAPATO	2.4
17 WPE				6.15							s 3.57						s 8.22					753.1	TO	GASTON	0.7
31 PE				6.20							s 3.59						s 8.24					753.8		PATTON	1.1
20				6.25							f 4.01						s 8.26					754.9		SEGHERS (Spur)	2.0
21 PE				6.35							s 4.05						s 8.30					756.9		DILLEY	0.9
E				6.40							4.07						8.31					757.8		DETOUR	0.3
											f						f					758.1		RETLAW (No Siding)	0.9
10 BKPE							6.45PM				s 4.14	3.15PM		12.25PM			s 8.41	6.50AM	6.05AM			758.5 759.0	TO-R	FOREST GROVE	1.3
							f				f	f		f			f	f	f			760.3		EDDY (No Siding)	0.5
PE				7.15			f 6.48				f 4.17	f 3.18		f 12.29			f 8.45	f 6.53	f 6.08			760.1 760.8		CATCHING	0.9
28 PE				7.30			s 6.50				s 4.19	s 3.20		s 12.32			s 8.48	s 6.55	s 6.10			761.7		CORNELIUS	1.0
							f				f	f		f			f	f	f			762.7		KILLGORE (No Siding)	0.9
3 PE							f 6.53				f 4.22	f 3.23		f 12.35			f 8.51	f 6.58	f 6.13			763.6		JOBE	1.3
PE				8.05			6.55				4.24	3.25		12.38			8.56	7.00	6.15			764.9		RANGE	0.6
P							f 6.56				f 4.26	f 3.27		f 12.42			s 9.00	f 7.02	f 6.17			765.5		MAIN STREET (O.E. Crg.) (T. Crg.)	0.3
Yard BKWFYPE	6.10PM			9.05	10.30PM		s 6.58				s 4.29	s 3.29	12.53PM	s 12.46			s 9.04	s 7.05	s 6.20			765.2 765.8	TO-R	HILLSBORO (O.E. Crossing)	0.8
PE	6.12			9.17	10.33		7.02				4.32	3.34	12.59	12.49			9.07	7.08	6.23			765.6 766.6		TILLAMOOK JCT.	1.2
7 PE					f 10.35		f 7.05				f 4.34	f 3.36	1.01	f 12.51			f 9.09	f 7.10	f 6.25			767.8	Block Signals	NEWTON (Spur)	1.0
					f 10.37		f 7.07				f 4.36	f 3.38	1.03	f 12.53			f 9.11	f 7.12	f 6.27			768.8		MATSON (No Siding)	0.7
					f 10.38		f 7.08				f 4.37	f 3.39	1.04	f 12.54			f 9.12	f 7.13	f 6.28			769.5		WITCH HAZEL (No Siding)	1.4
33 PE	6.56			9.30	s 10.40	8.50PM	s 7.11		5.32PM		s 4.40	s 3.42	1.07	s 12.57			s 9.15	s 7.16	s 6.31	5.55AM		770.9	R	REEDVILLE	1.5
9 PE					f 10.42	f 8.52	f 7.14		f 5.35		f 4.43	f 3.45	1.10	f 1.00			s 9.17	s 7.20	f 6.35	f 5.58		772.4		ALOHA	0.6
7 PE					f 10.43	f 8.53	f 7.15		f 5.36		s 4.45	f 3.47	1.11	f 1.01			s 9.19	s 7.22	f 6.38	f 6.00		773.0		HUBER	1.1
4					f 10.45	f 8.55	f 7.17		f 5.38		f 4.47	f 3.50	1.13	f 1.03			f 9.21	f 7.24	f 6.40	f 6.02		774.1		ST. MARYS (Spur)	1.3
50 BKIPE	7.10PM			9.44AM	s 10.48	s 8.59	s 7.22		s 5.40PM		s 4.52	s 3.55	s 1.15PM	s 1.06			s 9.26	s 7.29	s 6.45	s 6.06		775.4	TO-R Block Signals	BEAVERTON (O.E. Crossing)	2.1
2					f 10.52	f 9.03	f 7.27				s 4.56	s 4.00		s 1.10			f 9.31	s 7.35	s 6.49	s 6.10		777.5		RALEIGH (Spur)	0.8
6 PE					f 10.54	f 9.05	f 7.29				f 4.58	f 4.02		f 1.12			f 9.33	f 7.37	f 6.51	f 6.12		778.3		OLSEN (Spur)	0.5
6 E					f 10.55	f 9.06	f 7.30				f 4.59	f 4.03		f 1.13			f 9.34	f 7.38	f 6.52	f 6.13		778.8		SHATTUCK (Spur)	0.6
					f	f	f				f	f		f			f	f	f	f		779.4		WOODROW (No Siding)	1.0
					f	f	f				f	f		f			f	f	f	f		780.4		DOSCH (No Siding)	0.5
21 PE					s 10.59	s 9.10	s 7.37				s 5.04	s 4.10		s 1.19			s 9.41	s 7.45	s 6.59	s 6.20		780.9		BERTHA	1.2
					f	f	f				f	f		f			f	f	f	f		782.1		3D & MILES STS. (No Sdg.)	1.6
13 PE					f 11.04	f 9.16	f 7.45				f 5.13	f 4.20		f 1.26			f 9.49	f 7.53	f 7.06	f 6.26		783.7		BANCROFT	0.8
					f	f	f				f	f		f			f	f	f	f		784.5		HOOKER ST. (No Siding)	0.8
					s 11.11	s 9.24	s 7.54				s 5.21	s 4.28		s 1.34			s 9.58	s 8.01	s 7.14	s 6.34		785.3	Double Track	4TH & JEFFERSON STS.	0.5
					s 11.15	s 9.29	s 7.59				s 5.28	s 4.32		s 1.39			s 10.03	s 8.08	s 7.19	s 6.38		785.8		STARK ST. (City Station)	0.2
					11.17	s 9.30PM	s 8.00PM				5.29	4.33		1.40			10.04	8.09	7.20	s 6.39AM		786.0		ANKENY ST.	0.4
BKPEI					s 11.20PM						s 5.35PM	s 4.40PM		s 1.45PM			s 10.10AM	s 8.15AM	s 7.25AM			786.4	TO-R	PORTLAND	
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(55.7)	
	(1.00) 9.20	(1.30) 4.86	(0.15) 16.80	(4.44) 8.55	(0.50) 24.72	(0.40) 22.65	(1.15) 21.60	(0.13) 33.69	(0.08) 33.75	(0.14) 31.29	(2.18) 22.39	(1.25) 19.34	(0.22) 25.09	(1.20) 20.55	(0.13) 33.69	(0.14) 31.29	(2.25) 21.31	(1.25) 19.34	(1.20) 20.55	(0.44) 29.45	(0.05) 37.20			....................Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 140 is superior to to 137. No. 138 is superior to 135. No. 136 is superior to 139.

See pages 12, and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop to discharge passengers at College, Salmon, Morrison, Burnside and Flanders Sts., Portland.

ADDITIONAL FLAGSTOPS—No. 354 Seitters M. P. 734.3; All trains except Nos. 352, 356, 358 and 360 Sight M. P. 737.4; All trains Braley Street M. P. 735.4; Howe M. P. 739.5; Krono M. P. 746.5; Teffer M. P. 756.2; 3rd Avenue, 3rd and 5th Sts. Forest Grove; North Range and Fir Sts., Main St. west of 6th St., Fir and 6th Sts. 10th St. (near City Park), Hillsboro, Hays M. P. 769.1; Ware M. P. 770.1. Tobias M. P. 771.6; Archer M. P. 773.6; Arrow, M. P. 776.4; Hefter M. P. 776.7; Pine M. P. 779.9. No. 142 stops to discharge passengers from Tillamook Branch. E—Electrified sidings.

Schedules of Nos. 120, 132 and 138 originate at Passenger Station, Reedville.

PORTLAND SUBDIVISION

WESTWARD

			FIRST CLASS																		SECOND CLASS			
	Time Table No. 109 April 4, 1926	Distance from Portland	119	351	121	141	127	357	129	359	123	131	133	353	355	125	137	135	139		237	231	249	233
			Reedville Electric	East Side Electric	West Side Electric	Portland Tillamook Passenger	Forest Grove Electric	East Side Electric	Forest Grove Electric	East Side Electric	West Side Electric	Reedville Electric	Forest Grove Electric	East Side Electric	McMinnville Electric	Forest Grove Electric	Reedville Electric	Hillsboro Electric	Forest Grove Electric		Local Freight	Local Freight	Mixed	Local Freight
	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	ArriveDaily Ex. Sunday	ArriveDaily Ex. Sunday	Arrive Daily	ArriveDaily Ex.Sunday	Arrive Daily	ArriveDaily	Arrive Daily	Arrive Daily		Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday
R	WHITESON	55.7		s 9.35AM				s 11.31AM		s **3.03**PM				s 6.26PM								3.15AM	9.17AM	
TO-R	4.2 McMINNVILLE	51.5		s 9.28	s 10.10AM			s 11.24		s 2.56	s 6.05PM			s **6.19**	s 7.30PM							3.05	9.00AM	11.55AM
R	3.1 ST. JOSEPH	48.4		9.20AM	s 10.04			11.17AM		2.49PM	s 5.59			6.09PM	7.24PM							2.45AM		11.45
TO	4.2 CARLTON	44.2			s 9.55						s 5.51													11.30
	1.7 BATAN (Spur)	42.5			f						f													
	1.7 YAMHILL	40.8			s 9.44						s 5.43													10.55
	2.4 COVE ORCHARD	38.4			s 9.39						s 5.38													10.40
	2.7 WAPATO	35.7			f 9.34						f 5.33													10.30
TO	2.4 GASTON	33.3			s 9.30						s 5.29													10.20
	0.7 PATTON	32.6			s 9.26						s 5.26													10.05
	1.1 SEGHERS (Spur)	31.5			f 9.24						s 5.24													10.00
	2.0 DILLEY	29.5			s 9.21						s 5.20													9.50
	0.9 DETOUR	28.6 27.9			**9.19**						5.18													**9.40**
	0.3 RETLAW (No Siding)	28.3									f													
TO-R	0.9 FOREST GROVE	27.4 27.2			s 9.16		s 11.59AM		s 2.40PM		s 5.15		s 6.35PM			s 7.25PM			s 12.40AM					
	1.3 EDDY (No Siding)	26.1			f		f		f		f		f			f								
	0.5 CATCHING	25.6			**9.07**		f 11.55		f 2.36		f 5.05		f 6.29			f 7.20			f 12.35					**8.40**
	0.9 CORNELIUS	24.7			s 9.05		s 11.53		s 2.34		s 5.03		s 6.27			s 7.18			s 12.33					8.35
	1.0 KILLGORE (No Siding)	23.7			f		f		f		f		f			f			f					
	0.9 JOBE	22.8			f 9.01		f 11.49		f 2.31		f 5.00		f 6.23			f 7.15			f 12.30					
	1.3 RANGE	21.5 20.5			**8.56**		11.46		2.29		4.58		6.21			7.13			12.28					**8.05**
	0.6 MAIN STREET (O. E. Crg.) (T. Crg.)	20.9			s 8.54		s 11.44		s 2.27		s 4.56		s 6.19			s 7.11			s 12.26					
TO-R	0.3 HILLSBORO	20.6 20.2			s 8.53	s **9.05**AM	s 11.43		s 2.26		s 4.54		s 6.18			s 7.10		s 10.25PM	s 12.25		1.40AM			8.00
	0.8 (O.E. Crossing) TILLAMOOK JCT.	19.8			**8.47**	9.00	11.38		2.19		4.47		**6.12**			**7.02**		10.20	12.20		1.35			7.40
Block Signals	1.2 NEWTON (Spur)	18.6			f 8.45	8.55	f 11.36		f 2.17		f 4.45		f 6.10			f 7.01		f 10.18	f 12.18					
	1.0 MATSON (No Siding)	17.6			f 8.43	8.53	f 11.34		f 2.15		f 4.43		f 6.08			f 6.59		f 10.16	f 12.16					
	0.7 WITCH HAZEL (No Siding)	16.9			f 8.42	8.52	f 11.32		f 2.13		f 4.42		f 6.07			f 6.58		f 10.14	f 12.14					
R	1.4 REEDVILLE	15.5	s 5.53AM		s 8.40	f 8.50	s 11.30		s 2.11		s **4.40**	s 5.30PM	s 6.05			s **6.56**	s 8.43PM	s 10.12	s 12.12		1.20			**7.16**
	1.5 ALOHA	14.0	f 5.50		s 8.37	8.47	f 11.27		f 2.08		s 4.36	f 5.25	s 6.00			s 6.51	f 8.39	f 10.09	f 12.09					
	0.6 HUBER	13.4	f 5.49		s 8.35	8.45	f 11.25		f 2.06		s 4.34	f 5.24	s 5.58			s 6.49	f 8.37	f 10.07	f 12.07					
	1.1 ST. MARYS (Spur)	12.3	f 5.47		f 8.33	8.43	f 11.22		f 2.03		f 4.31	f 5.22	f 5.56			s 6.47	f 8.35	f 10.05	f 12.05					
TO-R	1.3 BEAVERTON	11.0	5.45AM		s 8.31	8.41AM	s 11.20		s 2.01		s 4.28	s 5.19	s 5.53			s 6.45	s 8.33	s 10.03	s 12.03AM		1.05AM			6.50AM
	2.1 (O. E. Crossing) RALEIGH (Spur)	8.9			f 8.25		f 11.14		f 1.55		f 4.22	f 5.13	s 5.47			s 6.36	f 8.28	f 9.58	f 11.58PM					
	0.8 OLSEN (Spur)	8.1			f 8.23		f 11.12		f 1.53		f 4.20	f 5.11	f 5.45			f 6.33	f 8.26	f 9.56	f 11.56					
Block Signals	0.5 SHATTUCK (Spur)	7.6			f 8.22		f 11.11		f 1.52		f 4.19	f 5.10	s 5.44			s 6.32	f 8.25	f 9.55	f 11.55					
	0.6 WOODROW (No Siding)	7.0			f		f		f		f	f	f			f	f	f	f					
	1.0 DOSCH (No Siding)	6.0			f		f		f		f	f	f			f	f	f	f					
	0.5 BERTHA	5.5			s 8.16		s 11.05		s 1.46		s **4.10**	s **5.04**	s 5.36			s 6.24	s 8.20	s 9.50	s 11.50					
	1.2 3D & MILES STS. (NoSdg.)	4.3			f		f		f		f	f	f			f	f	f	f					
	1.6 BANCROFT	2.7			f 8.09		f 10.59		f 1.40		f 4.00	f 4.59	f 5.29			f 6.16	f 8.14	f 9.44	f 11.44					
	0.8 HOOKER ST. (No Siding)	1.9			f		f		f		f	f	f			f	f	f	f					
	0.8 4TH & JEFFERSON STS.	1.1			f **8.03**		f 10.53		f **1.34**		f 3.53	f **4.53**	f **5.23**			f 6.08	f 8.08	f 9.38	f 11.38					
Double Track	0.5 STARK ST. (City Station)	0.6			s 8.00		s 10.50		s 1.30		s 3.50	s 4.50	s 5.20			s 6.05	s 8.05	s 9.35	s 11.35					
	0.2 ANKENY ST.	0.4			7.58		10.48		1.28		3.48	**4.48**	**5.18**			6.03	8.03PM	9.33PM	11.33					
TO-R	0.4 PORTLAND	0.0			7.55AM		10.45AM		1.25PM		3.45PM	4.45PM	**5.15**PM			6.00PM			11.30PM					
	(55.7)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday
	Time over District		(0.08)	(0.15)	(2.15)	(0 24)	(1.14)	(0.14)	(1.15)	(0.14)	(2.20)	(0.45)	(1.20)	(0.17)	(0.06)	(1.25)	(0.40)	(0.52)	(1.10)		(0.35)	(0.30)	(0.17)	(5.05)
	Average speed per hour		33.75	29.20	22.89	23.00	22.22	31.29	21.91	31.29	22.07	20.66	20.55	25.76	31.00	19.34	23.25	25.53	23.49		15.76	14.60	14.82	7 97

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 140 is superior to 137. No. 138 is Superior to No. 135. No. 136 is Superior to No. 139.

See pages 12 and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Morrison Sts., Portland.

ADDITIONAL FLAG STOPS: All trains, Pine M. P. 779.9, Hefter M. P. 776.7, Arrow M. P. 776.4, Archer M. P. 773.6, Tobias M. P. 771.6; Ware M. P. 770.1; Hays M. P. 769.1; 10th St. (near City Park), 6th and Fir Sts., on Main St. west of 6th St. and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Ave., Forest Grove, Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; Braley Street, M. P. 735.4 and except Nos. 351, 353, 357 and 359; Sight M. P. 737.4; No. 353 Seitters M. P. 734.3. No. 141 stops to dischargepassengers from east of Beaverton. Schedules of Nos. 119 131, and 137 Terminate at passenger station Reedville.

EASTWARD — PORTLAND SUBDIVISION — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS				FIRST CLASS				Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Whiteson	FIRST CLASS				SECOND CLASS			
	232	272	276	274	360	352	358	354					351	357	359	353	231	271	275	273
	Local Freight	Mixed	Local Freight	Mixed	East Side Electric	East Side Electric	East Side Electric	East Side Electric			STATIONS		East Side Electric	East Side Electric	East Side Electric	East Side Electric	Local Freight	Mixed	Local Freight	Mixed
	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Ar. Tues., Thur., Sat.
P				7.11AM					651.3	R	TRANSFER	79.4								1.44PM
											4.6									
8				7.23					655.9		MALABON (Spur)	74.8								1.25
											2.3									
28				7.30					658.2		ALVADORE	72.5								1.15
											1.9									
3				7.40					660.1		GEORGETOWN (Spur)	70.6								1.10
											2.5									
20				7.50					662.6		CHESHIRE	68.1								1.00
											1.9									
17				7.55					664.5		BEAR CREEK	66.2								12.55
											2.4									
15				8.02					666.9		FERGUSON	63.8								12.45
											4.8									
20		12.30PM		8.49AM					671.7	TO-R	MONROE	59.0						8.45AM		12.30PM
											1.3									
25 Y		12.35							673.0	R	ALPINE JCT.	57.7						8.40		
											1.8									
5		12.45							674.8		BURNETT (Spur)	55.9						8.31		
											1.1									
		12.49							675.9		BARCLAY (No Siding)	54.8						8.28		
											0.9									
4		12.52							676.8		BRUCE (Spur)	53.9						8.25		
											0.8									
8		12.54							677.6		RECKARDS (Spur)	53.1						8.22		
											1.6									
		12.58							679.2		HUGHES (No Siding)	51.5						8.16		
											1.0									
6		1.01							680.2		BUCHANAN (Spur)	50.5						8.12		
											1.1									
37		1.05							681.3		GREENBERRY	49.4						8.08		
											3.3									
33		1.20							684.6		DRY CREEK	46.1						7.58		
											2.3									
50		1.30							686.9		BURGESS	43.8						7.50		
											2.0									
YardBKWFYP		1.40PM	10.30AM		5.00PM	2.00PM	9.25AM	7.00AM	688.9	TO-R	CORVALLIS	41.8	s 11.00AM	s12.45PM	s 4.15PM	s 7.45PM		7.45AM	2.10PM	
											1.0									
PE			**10.55**		s 5.04	s **2.04**	s 9.29	s 7.04	689.9		CORVALLIS JCT.	40.8	s **10.55**	s12.40	s4.10	s 7.40			**2.04**	
											3.8 (Yaquina Csg.)									
5 E			11.05		f 5.09	f 2.09	9.34	f 7.09	693.7		LEWISBURG (Spur)	37.0	f 10.47	f12.33	f4.03	f 7.33			1.39	
											2.5									
5 WE			11.11		f 5.13	f 2.13	9.38	f 7.13	696.2		CALLOWAY (Spur)	34.5	f 10.42	f12.29	f3.59	f 7.28			1.33	
											2.7									
23 PE			11.17		f 5.17	s 2.17	9.42	s 7.17	698.9		WELLSDALE	31.8	s 10.37	f12.25	f3.55	s 7.23			1.27	
											3.1									
23 PE			11.24		f 5.22	s 2.22	9.47	s 7.22	702.0		SUVER	28.7	s 10.32	f12.20	f3.51	s 7.18			1.20	
											2.0									
20 PE			11.29AM		f 5.25	s 2.25	9.50	s 7.25	704.0		PARKER	26.7	s 10.28	f12.16	f3.48	s 7.14			1.15	
											3.0									
									707.0		WIGRICH JCT. (Spur)	23.7								
											2.3									
12 PE			**12.08**PM		s 5.34	s 2.37	s 9.58	s 7.35	709.3	TO	INDEPENDENCE	21.4	s 10.19	s**12.08**	s3.41	s 7.05			1.00	
											1.2									
51 P			**12.30**						710.5		V. & S. JCT.	20.2		12.04PM					12.30PM 11.30AM	
											3.8									
YPE	2.05PM		1.00PM		s 5.44	s 2.48	s **10.08**	s 7.43	714.3	R	GERLINGER	16.4	s **10.08**	s11.59AM	s3.33	s 6.55	4.30AM		11.00AM	
											0.7 (F. C. Csg.)									
22 WEP	2.10				f 5.45	s 2.49	s 10.10	s 7.45	715.0		DERRY	15.7	s 10.02	f11.56	f3.30	s 6.50	4.05			
											3.4									
10 EP	2.20				f 5.50	f 2.54	10.15	f 7.50	718.4		CROWLEY (Spur)	12.3	f 9.57	f11.51	f3.25	f 6.45	3.55			
											4.4									
22 PE	2.30				f 5.57	s 3.02	f 10.21	s 7.57	722.8		McCOY	7.9	s 9.51	f11.44	f3.19	s 6.39	3.45			
											5.3									
32 PE	2.45				s 6.05	s **3.11**	f 10.29	s 8.06	728.1		AMITY	2.6	s 9.42	f11.36	s **3.11**	s 6.32	3.30			
											2.6									
16 WFYPE	**2.55**PM				s 6.10PM	s **3.16**PM	s 10.33AM	s 8.10AM	730.7	R	WHITESON	0.0	9.37AM	11.32AM	**3.04**PM	6.27PM	3.20AM			
	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Lv. Tues., Thur., Sat.
	(0.50)	(1.10)	(2.30)	(1.38)	(1.10)	(1.16)	(1.08)	(1.10)			Time over District		(1.23)	(1.13)	(1.11)	(1.18)	(1.10)	(1.00)	(3.10)	(1.14)
	19.68	14.74	7.25	12.49	35.83	33.00	36.88	35.83			Average speed per hour		30.22	34.36	35.32	32.15	14.06	17.20	8.02	16.54

ADDITIONAL FLAG STOPS.—Pheasant, M. P. 685.4; Starr, M. P. 673.9; Adkins, M. P. 659.6; except Nos. 357, 358 and 360; Ledford, M. P. 705.7; Cottle, M. P. 720.8; Baxter, M. P. 726.0.

See page 11 for additional trains between Corvallis and Corvallis Jct. No. 354 wait at Derry for stage conn. from Dallas 7.30 a. m.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Alpine Jct.	SECOND CLASS
	184	182					181
	Mixed	Mixed			STATIONS		Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
12		10.00AM	678.8	R	GLENBROOK	5.8	9.45AM
					1.6		
3			677.2		MUNSEY (Spur)	4.2	
					1.0		
12		10.15	676.2	TO	ALPINE	3.2	9.30
					1.2		
8 PW	11.28AM	10.20AM	675.0	R	BAILEY JCT. (Spur)	2.0	9.15
					2.0		
25 Y	11.43AM		673.0	R	ALPINE JCT.	0.0	9.05AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday
	(0.15)	(0.20)			Time over District		(0.40)
	8.00	11.40			Average speed per hour		8.07

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS	Distance from San Francisco		Time Table No. 109 April 4, 1926	Distance from Bailey Jct.	SECOND CLASS
	184					183
	Mixed			STATIONS		Mixed
	Leave Daily. Ex. Sunday					Arrive Daily Ex. Sunday
	10.50AM	679.9	R	DAWSON (No Siding)	4.9	10.47AM
				1.8		
6		678.1		CEBU (Spur)	3.1	
				1.1		
5	11.12	677.0		BELLFOUNTAIN (Spur)	2.0	10.35
				2.0		
8 PW	11.27AM	675.0	R	BAILEY JCT. (Spur)	0.0	10.26AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37)			Time over District		(0.21)
	7.95			Average speed per hour		14.00

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD PORTLAND SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 109 April 4, 1926	Distance from Salem	FIRST CLASS					SECOND CLASS			
	212	232	276	240		168	166	164	162				161	163	165	167		231	239	275	211
	Local Freight	Local Freight	Local Freight	Mixed		Motor	Motor	Motor	Motor				Motor	Motor	Motor	Motor		Local Freight	Mixed	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Snnday
										747.1	WYE 0.3	28.9									
25 WP	1.40PM							1.30PM		746.8	TO-R BLACK ROCK 3.8	28.6	s 11.25AM								12.01PM
25 YP	2.00							s 1.45		743.0	TO FALLS CITY 2.5	24.8	s 11.05								11.35AM
YP	2.10							f 1.52		740.5	BUMAN (Spur) 0.3	22.3	f 10.57								11.27
2	2.11							f 1.53		740.2	BRIDGEPORT (Spur) 1.0	22.0	f 10.56								11.26
8	2.14							f 1.56		739.2	FERNS (Spur) 0.4	21.0	f 10.53								11.23
14 P	2.15							f 1.57		738.8	GILLIAMS 0.9	20.6	f 10.52								11.22
7	2.18							f 1.59		737.9	TEATS (Spur) 4.0	19.7	f 10.50								11.20
YardBKWFYP	2.40PM	1.45PM		11.00AM		5.25PM	3.15PM	s 2.25	9.50AM	733.9	TO-R DALLAS (Airlie Csg.) 2.8	15.7	s 10.30	s 3.05PM	s 3.50PM	s 7.10PM		5.10AM	7.00AM		11.00AM
				11.10		f 5.32	f 3.22	f 2.32	f 9.57	731.1	BOWERSVILLE (No Siding) 1.4	12.9	f 10.17	f 2.57	f 3.42	f 7.02			6.48		
3				11.15		f 5.35	f 3.25	f 2.35	f 10.00	729.7	NESMITH (Spur) 0.8	11.5	f 10.14	f 2.54	f 3.39	f 6.59		4.50	6.44		
YP		2.00PM	1.30PM	11.18		s 5.40PM	s 3.30PM	s 2.40PM	s 10.05AM	728.9	R GERLINGER 0.4 (W. S. Csg.)	10.7	10.10AM	2.50PM	3.35PM	6.55PM		4.45AM	6.42	10.35AM	
37			1.35	11.20						728.5	THIELSEN 1.4	10.3							6.40	10.30	
2			1.40	11.25						727.1	GREENWOOD (Spur) 1.5	8.9							6.36	10.26	
2			1.45	11.30						725.6	McNARY (Spur) 0.9	7.4							6.32	10.22	
6			1.48	11.33						724.7	HOSFORD (Spur) 0.8	6.5							6.29	10.19	
2 PW			1.51	11.36						723.9	EOLA (Spur) 1.3	5.7							6.26	10.16	
20 P			2.00	11.40						722.6	WINONA 1.7	4.4							6.22	10.12	
			2.05	11.46						720.9	KINGWOOD PARK (No Sid'g) 0.3	2.7							6.16	10.06	
			2.07	11.48AM						720.6	WEST SALEM (No Siding) 0.4	2.4							6.15	10.05	
12										720.2	PINCKNEY 0.5	2.0									
										719.7	O. E. CROSSING 0.1	1.5									
										719.6	COMMERCIAL STREET 0.2	1.4									
										719.4	O. E. CROSSING 0.6	1.2									
P			2.20	12.05PM						718.8	LEMROCK 0.6	0.6							6.05	9.55	
YardBKWFYP			2.25PM	12.15PM						718.2	TO-R SALEM	0.0							6.00AM	9.50AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		28.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.00) 13.20	(0.15) 20.00	(0.55) 11.67	(1.15) 12.55		(0.15) 20.00	(0.15) 20.00	(1.10) 15.34	(0.15) 20.00		Time over District Average speed per hour		(1.15) 14.31	(0.15) 20.00	(0.15) 20.00)	(0.15) 20.00		(0.25) 12.00	(1.00) 15.70	(0.45) 14.26	(1.01) 12.68

EXCEPTIONS.—No. 162 is superior to No. 161; No. 164 is superior to No. 163; No. 166 is superior to No. 165; No. 168 is superior to No. 167. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Main Line First Class trains are superior to Falls City Line First Class trains. See pages 4 and 5 for additional trains between Lemrock and Salem. ADDITIONAL FLAG STOPS.—Worden M. P. 735.6; Lees Farm 736.8; Guthrie M. P. 737.1; Carey M. P. 742.2.

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				Distance from San Francisco	Time Table No. 109 April 4, 1926	Distance from Broadmead	SECOND CLASS			
			236	240				239	235		
			Mixed	Mixed				Mixed	Mixed		
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
10 T				8.30AM	766.8	R AIRLIE 1.4	29.1	8.15AM			
20					765.4	CRISP 1.3	27.7				
3				8.39	764.1	SIMPSON (Spur) 0.4	26.4	8.05			
					763.7	V. & S. CROSSING 2.4	26.0				
7				8.49	761.3	LUCKIAMUTE (Spur) 3.8	23.6	7.55			
9				9.05	757.5	TO MONMOUTH 6.7	19.8	7.40			
					750.8	F. C. CROSSING 0.4	13.1				
Yard BKWFYP				9.30AM	750.4	TO-R DALLAS 6.0	12.7	7.15AM			
16					744.4	SMITHFIELD 4.5	6.7				
12			1.55PM		739.9	R PERRYDALE 2.2	2.2		1.50PM		
Y			2.05PM		737.7	R BROADMEAD	0.0		1.40PM		
			Arrive Daily Ex. Sunday	Arrive Daily Except Sunday		(29.1)		Leave Daily Except Sunday	Leave Daily Ex. Sunday		
			(0.10) 13.20	(1.00) 11.60		Time over District Average speed per hour		(1.00) 16.40	(0.10) 13.20		

ADDITIONAL FLAG STOPS.—Road Crossing M. P. 752.4; Superior M. P. 753 [illegible] 759.5; Putnam M. P. 763.1.

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distacce from San Francisco	Time Table No. 109 April 4, 1926	Distance from Whiteson	SECOND CLASS		
	270	250				249		
	Mixed	Mixed				Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		
Yard WY		12.30PM	749.3	TO-R WILLAMINA 3.0	18.7	11.10AM		
3			746.3	SHIPLEY (Spur) 1.6	15.7			
21		1.00	744.7	TO SHERIDAN 2.6	14.1	10.55		
2			742.1	WABASH (Spur) 1.6	11.5			
15		1.25	740.5	BALLSTON 1.6	9.9	10.25		
6			738.9	TUCKER (Spur) 1.2	8.3			
5 Y	2.15PM	1.35PM	737.7	R BROADMEAD 2.6	7.1	10.15		
4	2.25		735.1	HARRISON (Spur) 0.8	4.5	10.00		
22	2.30		734.3	BRIEDWELL 2 3	3.7	9.55		
4	2.40		732.0	HOLMES (Spur) 1.4	1.4	9.45		
16 WFYPE	2.50PM		730.6	R WHITESON	0.0	9.40AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(18.7)		Leave Daily Ex. Sunday		
	(0.35) 12.17	(1.05) 10.71		Time over District Average speed per hour		(1.30) 12.47		

ADDITIONAL FLAG STOPS.—Road Crossing M. P. 736.2; Riverside M. P. 747.4.

Westward [illegible] to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco

Ashland	W. H. Hodkinson	Portland	Belding & Saxton
Grants Pass	J. B. Howell	Springfield	D. W. Roof
Roseburg	A. Salzman	Reedsport	S. Davidson
Cottage Grove	F. E. Mendenhall	Marshfield	H. S. Tower
Eugene	J. A. Hoffman	Coquille	V. R. Wilson
Junction City	Tracer & Jager	Tillamook	R. W. Bennett
Albany	F. M. French & Son	Hillsboro	J. L. Anderson
Salem	Pomeroy & Keene	McMinnville	Dielschneider Bros.
Woodburn	E. E. Piper	Corvallis	E. W. S. Pratt
Canby	J. A. Fosmark	Dallas	W. C. Retzer
East Portland	J. P. Johnston		

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (M). At crossings within the city limits of Albany, Portland, Newberg and Hillsboro, it will not be necessary to give one long sound of whistle approaching crossing. Within the city limits of Albany, Portland and Newberg, not necessary to give two long sounds of whistle when stop is made before passing over crossing, but give two long sounds before passing over O. E. crossing at Hillsboro.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (B). First class trains may register at Brooklyn and Blair by ticket.

At the following stations, only the trains indicated will register:

Springfield Jct.	Trains to and from Oakridge Line.
Mohawk Jct.	First class trains to and from Oakridge line.
Woodburn	Nos. 225 and 226 and trains originating and terminating.
Transfer	All except Nos. 291 and 292.
Mill Spur	Smith-Powers trains.
Reedville	Eastward first class trains originating, and all westward first class trains.
Hillsboro	Registration of No. 141 will be telephoned from steam station to electric station. Operators will be held responsible for proper transmission and registration, and same may be accepted as applying at steam station.
Forest Grove	Eastward first class trains originating, and all westward first class trains.

Conductors of freight trains originating at Grants Pass will furnish Engineers with Register Check.

RULE 83 (C). Extra trains will register at:

Grants Pass
Glendale
Springfield Jct. (To and from Oakridge line only)
Eugene
Albany
Salem
Tallman
Shelburn
Silverton
Timber
Wheeler
St. Joseph
Cook
Gerlinger
Alpine Jct.
Broadmead
Dallas

RULE 83 (D). Trains must obtain a clearance card before leaving:

Medford
Grants Pass
Glendale
Eugene
Albany
Salem
Oakridge
Marshfield
Newberg Electric Station
Hillsboro Electric Station
Corvallis
Alpine
Dallas

All westward trains except first class originating at Eugene must obtain clearance card from dispatcher at Roseburg before leaving Blair.

Trains going to Oakridge Line at Springfield Jct. must obtain clearance cards from train dispatchers at Roseburg and Portland before leaving Eugene.

Trains going to West Side Line at Transfer must obtain clearance cards from train dispatchers at Marshfield and Portland before leaving Eugene or Blair.

RULE S-83 (E). In column captioned "Handled on Trip" of register the number of the extra's running order must be written for identification purposes. Trains may check the register against extras at these points and proceed if such extra appears on the register with the number of its running order corresponding with the number of its running order as designated by the order in possession of the restricted train.

EXAMPLES OF ORDERS AS THEY WILL BE ISSUED UNDER ABOVE INSTRUCTIONS

ORDER No. 115

Extra 25 West running on order No. 109 has right over No. 234 Brooklyn to Cook.

ORDER No. 120

Eng. 25 run Extra Brooklyn to McMinnville via Newberg has right over No. 234 or Extra 26 East Brooklyn to Cook.

ORDER No. 130

Eng. 50 run Extra Willamina to Whiteson and meet Extra 35 West running on Order No. 127 at Broadmead.

ORDER No. 150

Eng. 2500 run Extra Salem to Woodburn via Geer. Extra 2133 West running on Order No. 140 has right over Extra 2500 East Woodburn to Geer and wait at Silverton until five-five 505 pm for Extra 2500 East.

ORDER No. 175

Eng. 2133 run Extra Silverton to Lyons and return to Woodburn. Extra 2205 West running on Order No. 170 has right over Extra 2133 East Shelburn to Lyons.

ORDER No. 200

Eng. 2174 run Extra Willamina to Dallas and has right over No. 249 Willamina to Broadmead.

RULE 91. Will not apply to movement of trains between East Morrison Street, Sheridan Street, Jefferson Street and Portland.

RULE 93. Yards are established at the following stations:

ASHLAND

MEDFORD
(Medford yard limits extend to yard sign West of Kane.)

GRANTS PASS

GLENDALE

WEST FORK

ROSEBURG

DRAIN

LATHAM

EUGENE
(Eugene yard limits extend to yard signs west of E.-S. Crossing east of Blair and east of Danebo.)

ALBANY
(Albany yard limits extend to yard sign west of Page.)

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, and west of West Salem.)

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

CANBY

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction, Hooker St. and Jefferson St.)

SILVERTON

GEER

SHELBURN

LEBANON
(Lebanon yard limits extend to yard sign west of Calahan.)

TALLMAN

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction and to yard signs west of Mohawk Junction.)

WENDLING

OAKRIDGE

MOLALLA

REEDSPORT

MARSHFIELD
(Marshfield yard limits extend to yard si[illegible] of Mill Spur and west of North Bend[illegible]

OVERLAND

COQUILLE
Coquille yard limits extend to yard sign west of Cunningham.

MYRTLE POINT

WARNER

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

BUXTON

TIMBER

COCHRAN

ENRIGHT

WHEELER

TILLAMOOK

TOLEDO
(Toledo yard limits extend to yard sign west Altree.)

YAQUINA

MILL CITY

DETROIT
(Detroit yard limits extend to yard sign west of Larson.)

OSWEGO
(Oswego yard limits extend to yard sign east of Wilsonia.)

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Line.)

BEAVERTON
(Beaverton yard limits extend to yard sign east of Reynolds.)

HILLSBORO
(Hillsboro yard limits extend to yard signs east of Tillamook Junction west of Range and west of Mahan.)

FOREST GROVE

ST. JOSEPH

McMINNVILLE

WHITESON

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen and east of Derry.)

INDEPENDENCE
Independence yard limits extend to yard sign east of V. & S. Jct.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

MONROE
(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpine line and west of Bailey Jct. on Bellfountain line.)

GLENBROOK

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

BROADMEAD

DALLAS

AIRLIE

WILLAMINA

BLACK ROCK

RULE 98. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Mohawk Jct.	For Oakridge Line.
Oswego	For Newberg Line.
Cook	For Newberg Line.
Beaverton	For West Side Line.
Tillamook Jct. Range	For Hillsboro City Station.
St. Joseph	For Newberg Line.
Whiteson	For West Side Line.
Alpine Jct.	For West Side Line.
Transfer	For Marshfield Sub-Division.
Bailey Jct.	For Bellfountain Line.
Broadmead	For Willamina Line.
Dallas	For Salem Line.

Eugene Siding, on Portland sub-division, extends from Block Signal No. 6477 westward 2315 feet.

Blair Siding, on Portland sub-division, extends from Block Signal No. 6477 eastward 7558 feet.

Signal No. 6477 is opposite Signal No. 6476.

Marshfield sub-division main track ends at Blair at switch connecting with siding which extends to Eugene parallel with Portland sub-division main track and is track nearest to Eugene passenger station. Marshfield sub-division trains must use this siding between Blair and Eugene. Other trains must not use this siding when such use will interfere with the movement of Marshfield sub-division first-class trains. Switch at junction Marshfield sub-division main track and siding at Blair must be left set and locked for Marshfield sub-division.

Page Siding extends from Block Signal 6896 to Block Signal 6902.

Albany Siding extends from Block Signal 6902 to Block Signal 6911.

Tallman Line main track ends at clearance point west of west switch Page. Tallman Line trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Line first class trains.

When eastward passenger trains are to take siding at Albany to meet other trains they will take siding at crossover switch just east of Block Signal 6906.

Yaquina Line main track ends at switch at east end of curve connecting with track parallel with main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of Yaquina Line trains.

Geer Line at Salem ends at Signboard near passenger station.

Canby siding extends from Block Signal No. 7468 westward 2040 feet. Flander siding extends from Block Signal No. 7468 eastward 4070 feet. Molalla Line ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be left set and locked for the siding. Second class and extra trains using Flander siding and the east end of Canby siding will arrange so that Molalla Line trains, which use Flander siding and Canby siding between Flander and Canby, are not delayed in moving to and from Canby station.

Geer Line at Geer ends at first wye switch which must be left set and locked for east leg of wye.

Junction switch Woodburn-Springfield Line with west leg of wye Geer must be left set and locked for west leg of wye.

Junction switch Woodburn-Springfield Line with east leg of wye Geer must be left set and locked for east leg of wye.

East wye switches at Tallman will be set and locked for movements between Albany and Lebanon.

West wye switch Tallman will be left set and locked for movement to Tallman Line.

Trains using east leg of wye Springfield will move expecting to find track occupied by street cars. During snow storms or foggy weather steam trains using track between staff booth and Main Street, Springfield, will do so under flag protection.

Main track Oakridge Line will be operated with switches lined and locked for Eugene-Springfield street car line at Springfield Junction and East leg of wye at Springfield. Junction switch west leg of wye Springfield must be left set and locked for movement via Oakridge Line.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Main track between this junction switch and west yard limit sign will be used as an interchange track. Trains and engines using this track must move with caution expecting to find track occupied by cars.

The track between Meridian, Newberg Passenger Station and First Street is the main track and will be used by electric passenger trains only. The track between Meridian, Newberg Freight Station and First Street is a siding and will be used by steam trains and must be kept clear.

Switch on Fourth Street at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used.

Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook Line.

The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric passenger trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Line main track and freight yard tracks between Tillamook Junction and Range.

West Wye switch in Hillsboro freight yard at Range will be left set and locked for movement via Tillamook Line, and East Storage switch will be left set and locked for storage track to serve as a derailer to protect electric main track.

The track between Catching, Forest Grove and Detour is the main track and will be used by electric trains only. The track between Catching, Carnation and Detour is a siding and will be used by steam trains and must be kept clear.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line. The Ninth Street track between Corvallis Jct. and connection with Yaquina Line west of freight station, Corvallis, is a siding and must be kept clear of cars. Unless otherwise directed, all freight trains and work trains, excepting Nos. 276 and 278, will use the Ninth Street track between Corvallis Junction and Corvallis Yard.

West wye switch Broadmead connecting with Airlie Line will be left set and locked for movement to Willamina Line.

At Dallas west wye switch connecting with Airlie Line will be left set and locked for the wye, Airlie Line main track between this switch and junction switch at water tank 1000 ft. east will be used as a storage track. Trains to and from Airlie will move through west leg of wye connecting with Falls City Line.

At Dallas, all Falls City Line trains use Airlie Line main track between junction switch and passenger station.

At stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Passenger trains will comply fully with Rule 99 within yard limits, the same as at points where yard limits are not maintained.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is canceled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by block signals 7666, 7672, 7678, 7686, 7693, 7687, 7679 and 7673 will wait one minute and may then proceed with caution not exceeding 6 miles per hour, to next clear distant or home block signal. Flagman need not precede train.

When a Milwaukie Line train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 6 miles per hour to junction switch, providing track is seen to be clear to that switch.

Normal indication of home block signal at Willsburg Junction on Milwaukie line is stop. If signal does not clear after switch is lined for diverging route be governed by Rule 509.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Line at Willsburg Junction will stop West of block signal 7646 west of Willsburg Junction. Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located left side of track 500 feet west of east switch.

When trains leave continuously block signalled track, a fusee will be left near the last signal, when it is possible a train is following less than ten minutes.

Automatic block signals between Jefferson Street and Jean, between Sheridan Street, Portland, and Beaverton, and between Matson and Newton give light indications only.

Station protect sets are located at Rogue River, Dole, Dillard. Tunnel protect sets—Tunnels No. 13, 15, 16 and 19, Marshfield sub-division.

INTERLOCKING

EUGENE-SPRINGFIELD STREET CAR LINE CROSSING, between Eugene and Springfield Junction.
WILLAMETTE VALLEY SOUTHERN CROSSING just east of Oregon City.
CLAY STREET.
WILLAMETTE RIVER BRIDGE between East Portland and Portland.
NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.
WILLAMETTE RIVER BRIDGE, between Albany and North Albany.
SIUSLAW RIVER BRIDGE, just east of Cushman.
UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.
COOS BAY BRIDGE, between Coos and North Bend.
OREGON ELECTRIC CROSSING, between Tigard and Robinson.
OREGON ELECTRIC CROSSING, just east of Beaverton.
WILLAMETTE RIVER BRIDGE, between Salem and Pinckney.

At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. S. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At Hawthorne Ave., Portland, trains will accept signals from signalman in tower to move through interlocking plant.

When semi-automatic signal 7693 is in stop position trains will not proceed without receiving signal from signalman in tower.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. & N. rules, which Rules are identical with S. P. Rules. United Railway tracks cross both main tracks at the center of Front Street between Willamette River bridge and Union Station, Portland, and the movement of their trains are not governed by interlocking plant.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position so that emergency brake can be applied if necessary.

The following whistle signals will be used for movements through interlocking plant:

To Portland, 1 long: ———.
To Albina, 1 long, 1 short: ——— o.
To Graham (Sullivan Gulch Line), 2 long: ——— ———.
To S. P. Main Line, 1 short, 1 long: o ———.
To East Second St., 2 short, 1 long: o o ———.
To S. P. Yard, 1 short, 1 long, 1 short: o ——— o.
To Transfer Track, 1 long, 1 short, 1 long: ——— o ———.

STAFF SYSTEM

Train Staff System governs movements of trains between Springfield Jct. and Springfield and over Sixth Street only between Corvallis Junction and Corvallis.

A train must not pass into a block without a staff in its possession, except in case of failure of staff apparatus. If unable to remove staff within 5 minutes flagman will precede train through block. Train will wait 5 minutes, then follow flagman with caution not exceeding 6 miles per hour. Staff must not be removed from instrument until train is ready to proceed.

Second-class and extra trains must secure permission from train dispatcher if possible before removing staff at Corvallis Junction.

The above instructions do not modify Rule 83(D).

TRAIN AND AIR INSPECTION

1. Passenger trains leaving Portland will not make running test as per Air Brake Rule 16 until after crossing Willamette River Bridge. Standing air brake test will be made one minute before train leaves Portland Union Station, as follows: Air inspector will attach gauge to rear end of train and give 4 blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by 4 blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed.

In addition to running tests that are made upon leaving initial, inspection stations, or at any point where air hose has been separated, to comply with Rule 875 and Air Brake Rule 16, running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Rice Hill and west of Divide.

Eastward passenger trains will make running test for Dimmick, leaving Grants Pass; for Tunnel 9, at home signal east of Hugo; for Tunnel 8, through Wolf Creek.

Westward passenger trains will make running test for Tunnel 8, leaving Glendale; for Tunnel 9, through Leland, east of station; for Dimmick, through Merlin.

One mile east and west E. S. crossing.

One mile east and west of W. V. S. crossing east of Oregon City.

Eastward passenger trains before passing Clay Street.

Molalla Line—One mile east and west of W. V. S. crossing.

Yaquina Line—One mile east and west of Willamette River Bridge, Albany, east and west of Corvallis Junction.

Mill City and Woodburn-Springfield Lines, one mile east and west of Shelburn.

Marshfield Subdivision—One mile east and west of O. E. crossing; one mile east and west of Siuslaw River Bridge, Cushman; Umpqua River Bridge at Reedsport; Coos Bay Bridge between Coos and North Bend and Coalbank Slough at Marshfield.

Tillamook Line—Eastward trains before descending grade east of Tunnel 25 and East and West of Kelches River Ry. crossing.

Newberg Line—East and west of Rex.

Tigard Line—One mile east and west of O. E. crossing.

West Side Line—Eastward trains at Bertha, east and west of O. E. crossing, Beaverton, east and west of Hillsboro, east and west of Gerlinger and east and west of Corvallis Junction.

Airlie Line—One mile east and west of V. & S. crossing, one mile east and west of Falls City Line crossing.

Falls City Line—One mile east and west Willamette River Bridge, Salem, one mile east and west of Gerlinger, one mile east and west of Airlie Line crossing, Dallas.

This rule will not apply to freight trains.

2. Immediately after starting on initial trip each day, running test of hand brakes must be made on both front and rear end of McKeen motor cars.

3. Rear end test prescribed by Air Brake Rule 17 must be made at any point where air hose has been separated and where engines are cut out or added and must, also be made on eastward trains at Grants Pass, Timber and Bertha, and on westward trains at Glendale and Drain. All trains Cochran and Summit.

Not necessary for **passenger trains** that are not required **to stop at Drain to stop at Drain to make plug test.**

This test must not be used for giving a proceed signal.

4. Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative. On westward trains, consisting of 75% or more empties, retainers on all loads and each alternate empty will be used between Cochran and Belding. On all westward freight trains retainers will be turned down at Belding except on every third car, which will be left up Belding to Enright, but all retainers may be used if needed.

Retaining valves will be used on all trains descending grade between Railhead and Oakridge.

Eastward trains handling logs will stop west Portal Tunnel 25, MP 789.6, turn up retainers and inspect cars of logs before entering tunnel.

5. When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

6. When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given **from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.**

7. Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

8. The following points are designated for inspection of freight trains: Grants Pass, Glendale, Drain, Buxton, Timber, Cochran, Enright and Summit. Westward freight trains will stop at Hugo and Belding, and eastward freight trains at Timber, to permit cooling and inspection, as per Air Brake Rule 48. Westward freight trains stop at Hugo five minutes for inspection.

9. Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to locomotive and air brakes operative. All freight train switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to locomotive with air brakes operative must be under protection of derail in siding at all times. After switching is completed, air hose must be coupled and rear end test made as per Air Brake Rule 17 before switch is set for main track.

10. Tare tonnage of any passenger train or gross tonnage of any freight train must not exceed the following number of M's per operative brake between the stations shown:

	Number of M's	
	Passenger	Freight
Grants Pass and Glendale	150	115
Oakland and Yoncalla	150	125
Comstock and Divide	150	125
Buxton and Timber	150	120
Timber and Belding	135	90
Summit and Nashville	150	115
Black Rock and Falls City	150	100

USE OF RETAINERS

16. All available retainers on passenger and freight trains must be used between the following named points:

Westward:

Divide to Comstock. } Freight
Rice Hill to foot of grade. } Trains
Tunnel 8 to Wolf Creek.
Tunnel 9 to Merlin.
Dimmick to Grants Pass.
Cochran to Belding.
Summit to Nashville.

Eastward:

Dimmick to Merlin.
Tunnel 9 to Leland.
Tunnel 8 to Glendale.
Rice Hill to foot of grade. (Freight Trains)
Railhead to Oakridge
Cochran to Timber.
Tunnel 25 to Buxton.
Bertha to Morrison Street, Portland, on steam equipment.
Black Rock to Falls City.

MISCELLANEOUS

32. At Salem, Falls City Line trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

33. Between 6:00 p. m. and 7:00 a. m. trains using Salem-Geer Line main track at Salem, will move expecting to find track occupied by cars and yard engines.

34. Between 9:00 a. m. and 6:00 p. m. cars may be left on main track at Bailey Junction. Trains approaching Bailey Junction must move with caution expecting to find main track occupied.

35. Cars may be left on main track between Dallas passenger station and east yard limit sign on the Dallas-Broadmead line. Trains using this track must move with caution expecting to find main track occupied.

36. Employes must make every possible effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

37. When cars are left on grades not protected with derailers they must be chained to rail.

38. Trains switching at Oakridge must have locomotive on East end of cars being switched, except when switching on siding where moves are protected by derail.

39. When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west cross-over switch.

40. Car limit on descending grades between Westimber and Belding 50 cars with 1 Consolidation or 2 small 2900 Class Engines on point, 35 cars with 1 2900 Class Engine on point. 60 cars Westimber to Buxton with Consolidation or large 2900 Class Engine on point.

41. Deadhead passenger equipment will not be handled in freight trains of over 30 cars.

Dead engines in trains will be handled on head end not more than 8 or 10 cars from road engine.

42. Eastward freight trains will discontinue whistling approaching Brooklyn station as provided by Rule 14 (m).

Enginemen are cautioned against the unnecessary use of steam whistle between Willsburg Junction and Brooklyn.

43. Following will govern location of engines in trains operated between Eugene and Ashland:

2-Engine Train—1 on point—1 back in train.
3-Engine Train—1 on point—2 back in train.
4-Engine Train—2 on point—2 back in train.
5-Engine Train—2 on point—3 back in train.

All helpers cut back in train must be behind 75% of tonnage of train.

When consolidation engines are used as helpers on westward trains to be cut out at Rice Hill, they should be placed on point ahead of road engines.

F-1 Class engines used as road engines should be placed on point and all helpers back in train.

44. Effective at once, at railroad crossing with the Willamette Valley Southern Railway east of Liberal, Southern Pacific trains will stop within 100 feet of crossing and send a flagman to the crossing, who, when it is known that the route is clear, will give proceed signal. The usual whistle signal will be given before train proceeds over the crossing.

45. Engines must not be operated coupled tender to tender.

46. Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

47. Running switches of cars loaded with piling and livestock must not be made. Such cars must not be cut off while in motion. Neither may cars be kicked or dropped in on tracks against cars loaded with piling and livestock.

48. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than 40 cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

49. Approaching tunnels by day, when within 300 feet, headlights must be displayed and continued while passing through tunnel.

50. The following tracks will be considered sidings:

Junction City—Track No. 1.
Brooklyn—Track "A."
Westfir—Long Siding, one half mile East of Westfir Station.
Reedsport—House Track.
Johnson—Siding on hill on east side of track.
Myrtle Point—House Track.
Cochran—Long track between east switch and crossover to main track west of station.
Bay City—Mill spur.
Oswego—Track opposite station between west switch and crossover to main track.
McMinnville—Track on west side main track opposite passenger station.
Burgess—Track east of station signboard.

51. When not in use, mountain track switch, east end of "Sunshine" siding M. P. 808.4, Coos Bay Branch, between Gaylord and Powers, used by Lawson Cypress Co., must be lined for Lawson Cypress siding.

53. Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co. while in their yard.

54. Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick, when in electric zone, to avoid contact with trolley wire.

ELECTRIC LINES

61. Electric engines must be used to move freight cars between Carnation (via Detour) and city freight house at Forest Grove.

62. Eastward trains must stop before fouling the Junction switch at Fourth and Jefferson Streets, Portland.

63. Trains must stop before crossing electric tracks on Jefferson Street and Fourth Street, Portland, Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. When the view of the engineman is obstructed by weather conditions or otherwise, a flagman must precede train over crossing.

64. When necessary for eastward trains to run in two parts from Sheridan Street, Portland, be governed by Air Brake Rule 20.

When trains run in two parts from Sheridan Street, Portland, and Jefferson Street enginemen of rear part of eastward trains will uncouple train and move back sufficient distance to know they have control.

Enginemen of rear part of westward trains will make coupling, slack back to see if coupling is properly made, apply air brakes, cut out brake valve and remain in car until air brakes have been tested as per Air Brake Rule 17.

65. Trainmen will remove markers from left side of trains handling steam equipment and from electric trains if necessary when meeting trains with steam equipment in moving over double track, Fourth Street, Portland.

66. Superintendent, Assistant Superintendents, Trainmasters, Chief Train Dispatchers and Road Foremen of Engines only will be permitted to ride head end of electric trains without head end permits signed by Superintendent.

67. Fire signals at Washington, Morrison and Gibbs Streets, Portland, indicate when an alarm has been turned in and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Washington and Morrison Streets.

DERAILERS IN MAIN TRACK

100 ft. west M. P. 690, Oakridge line.
Clearance point Main track Wendling line at Mohawk Jct.
120 ft. west of West Siding Switch main track at Detroit.
Clearance point main track Milwaukie branch at Willsburg Jct.
Clearance point main track Milwaukie line at Wilsonia.
Clearance point main track Tigard branch at Beaverton.
160 ft. east of Junction switch main track west Side Line at St. Joseph.
Clearance point main track west side branch at Transfer.
Clearance point main track Alpine line at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
West of Willamina (two derailers).
500 feet east of siding at Black Rock.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:
M. P. 536.2

Marshfield Sub-Division:
M. P. 810.3

Tillamook Line:
M. P. 803.3
M. P. 818.5

Yaquina Line:
M. P. 762.3
M. P. 750.2

Mill City Line:
M. P. 738.9

West Side Line:
M. P. 661.8
M. P. 673.9

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Main Line:		
Rosenberg Bros.	M.P. 439.6	4 cars (spur)
Von Der Hellen Gravel Pit	M. P. 453.4	44 cars (spur)
Virgil	M. P. 664.4	9 cars (spur)
Haskell	M. P. 761.0	9 cars
Woodburn-Springfield Line:		
Broughton & Wiggins	M.P. 721.1	5 cars (spur)
Oakridge Line:		
Botsford	M. P. 649.2	57 cars (spur)
Signal Lumber Co.	M. P. 666.8	4 cars (spur)
Davis Weber Lbr. Co.	M. P. 685.5	8 cars (spur)
Western Sand & Gravel Co.	M. P. 680.6	(spur)
Marshfield Sub-Division		
Capps	M.P. 666.4	4 Cars
Willamette-Pacific Lbr. Co.	M. P. 681.9	10 cars (spur)
Willamette-Pacific Lbr. Co.	M.P.682.0	5 cars (spur)
A. G. Spence	M. P. 695.4	2 cars
Neper	M. P. 719.9	3 cars (spur)
W. D. Hull Mill	M.P.724. 6	5 cars (spur)
H. P. Dutton Lumber Co.	M. P. 728.7	23 cars
Stout Lbr. Co.	M.P. 746.7	15 cars
Ten Mile Lbr. Co.	M.P. 756.4	4 cars
Stout Lumber Co.	M.P. 774.7	42 cars
Marshfield Sub-Division—Cont'd.		
Coos White Cedar Co.	M. P. 793.8	31 cars
C. C. Carter	M.P. 795.0	12 cars
Byerle	M.P. 808.8	4 cars (spur)
Sunshine	M.P. 807.7	4 cars (spur)
Fensler	M. P. 810.3	5 cars (spur)
Tillamook Line:		
Wilkesboro Brick and Tile Co.	M. P. 773.5	3 cars (spur)
J.Cole Logging Co.	M.P.781	13 cars (spur)
Treen	M. P. 790.2	11 cars
Ripple	M. P. 809.4	11 cars
Killen	M. P. 811.5	14 cars
Mill City Line:		
Hammond Lb.. Co. No. 1	M.P. 745.4	30 cars (spur)
Hammond Lbr. Co. No. 2	M.P. 747.2	20 cars (spur)
Newberg Line:		
Rock Quarry	M. P. 767	5 cars (spur)
West Side Line:		
Carnation	M.P. 758.5	28 cars
Falls City Line:		
Brophy	M.P. 724.4	2 cars (spur)
Airlie Line:		
Polk	M.P. 747.2	9 cars
Willamina Line:		
Winch	M.P. 737.2	7 cars (spur)

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
2	Ashland—Grants Pass	45	30	20
2	Grants Pass—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	25	18	15
2	M. P. 539.4—Roseburg	45	30	15
3	Roseburg—Sutherlin	35	25	15
3	Sutherlin—Comstock	50	30	15
3	Comstock—Divide	25	18	15
3	Divide—Eugene	50	30	20
4-5	Eugene—Flander	50	35	20
4-5	Flander—Portland	50	35	15
6	Woodburn—Silverton	35	25	15
6	Silverton—Balm	30	20	15
6	Balm—Lebanon	35	20	15
6	Lebanon—Springfield	30	25	15
7	Springfield Jct.—Natron	25	18	15
7	Natron—Oakridge	25	25	15
7	Oakridge—Railhead	20	20	15
7	Mohawk Junction—Wendling	25	18	12
7	Page—Tallman	30	25	20
7	Salem—Geer	35	25	15
7	Canby—Molalla	30	20	20
8	Eugene—Noti	45	30	15
8	Noti—Marshfield	35	25	15
9	Marshfield—Myrtle Point	30	18	10
9	Myrtle Point—Powers	25	18	15
10	Hillsboro—Banks	45	30	20
10	Banks—Buxton	35	20	15
10	Buxton—Timber	25	15	10
10	Timber—Enright	20	15	10
10	Enright—Wheeler	25	18	10
10	Wheeler—Tillamook	35	20	12
11	Albany—Philomath	35	20	18
11	Philomath—Yaquina	30	18	10
11	Albany—Gates	25	18	15
11	Gates—Idanha	20	15	12
11	Willsburg Junction—Wilsonia	40	30	20
11	Cook—Beaverton	40	30	20
12-13	Jefferson Street—Oswego	50	20	15
12-13	Oswego—Middleton	50	30	15
12-13	Middleton—Springbrook	25	15	10
12-13	Springbrook—St. Joseph	50	30	20
14-15-16	Portland—Corvallis	50	30	20
16	Corvallis—Transfer	40	30	20
16	Alpine Junction—Glenbrook	20	15	10
16	Bailey Junction—Dawson	20	15	10
17	Whiteson—Smithfield	25	18	15
17	Smithfield—Dallas	25	18	10
17	Dallas—Airlie	25	18	15
17	Broadmead—Willamina	25	18	15
17	Salem—Dallas	35	20	15
17	Dallas—Falls City	30	18	12
17	Falls City—Black Rock	20	15	10

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

	Miles per hour
Talent	15
Medford	16
Central Point—5 a. m. to 10 p. m.	20
Rogue River	20
Roseburg	15
Yoncalla	15
Cottage Grove	15
Creswell	12
Eugene	15
Junction City	10
Harrisburg	20
Halsey	15
Albany	12
Jefferson	20
Turner—6 a. m. to 8 p. m.	18
Salem	10
Gervais—6 a. m. to 9 p. m.	25
Woodburn	10
Hubbard	25
Aurora—5 a. m. to 10 p. m.	25
Oregon City	15
Portland	10
Lebanon	12
Brownsville	10
Philomath	12
Milwaukie	12
North Bend	25
Marshfield	15
Oswego	10
LaFayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Amity	10
Independence	12
Corvallis	10
Monroe	15
Monmouth	12
Dallas	12

Maximum speed F-1 type Locomotives 45 miles per hour on tangent track and restricted to same speed on curves as applies to other passenger power.

Consolidation engines and electric locomotives must not exceed 40 miles per hour.

Electric locomotives will not exceed 6 miles per hour on curves at Union Station and at end of double track at Ankeny and Jefferson Streets, Portland.

Speed limit for light engines, or engines running with caboose only:

	Miles Per Hour
Yard and other engines with pilots removed	20
F-1 type	25
Consolidation and Mikado type	35
Engines with drivers 50 inches diameter or less	30
Other engines	40

On curves of 7 to 10 degrees, trains must not exceed 25 miles per hour; 10 to 12 degrees 20 miles per hour: over 12 degrees, 15 miles per hour.

Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, and 18 miles per hour on other lines.

Trains handling logs must not exceed 12 miles per hour over truss bridges, around curves of over 6 degrees, and passing through stations and tunnels.

Trains must run with caution when descending grades, approaching bluffs or other points where slides are liable to occur.

Trains must not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on other lines.

F-1 type engines must not exceed 6 miles per hour backing through cross-overs and switches.

2900 class engines must not exceed 10 miles per hour on Buman Rock spur, Falls City line.

ASHLAND SUBDIVISION

Trains must not exceed 10 miles per hour over crossing Main Street, Medford.

PORTLAND SUBDIVISION—MAIN LINE

Passenger trains, running backward, must not exceed 10 miles per hour between Eugene Passenger Station and Home and Distant Signal No. 6482; 15 miles per hour between Home and Distant Signal No. 6482 and east main track switch of siding Blair.

Trains must reduce speed to 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City; 15 miles per hour over grade crossings between Willsburg Junction and Brooklyn; passing shop buildings, Brooklyn: and must move with caution not exceeding 15 miles per hour within interlocking plant East Portland, over crossing frog east end Willamette River bridge and over Willamette River bridge, Portland; must move with caution not exceeding 6 miles per hour between Willamette River bridge and Union Station, Portland.

OAKRIDGE AND WENDLING LINES

Trains handling logs must not exceed 15 miles per hour.

MARSHFIELD SUBDIVISION

Reduce speed to 10 miles per hour on draw spans Coos Bay, Coalbank Slough and Baker Creek bridge No. 10, Coquille River bridges 1, 2, 5, 7, 8, 9, 12, 13, and Tunnel 1 between Myrtle Point and Powers.

Trains handling logs must stop before entering Tunnels 14 and 20 westward and 13 and 18 eastward, inspect cars carefully for broken stakes, shifted loads and other irregularities.

Eastward trains handling logs to North Bend and Marshfield will stop ten minutes at Coos to inspect condition of load.

TILLAMOOK LINE

Westward trains must not exceed 12 miles per hour over Wolf Creek bridge, west end of Tunnel 27, between Cochran and Mayo.

YAQUINA LINE

Trains must not exceed 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

MILL CITY LINE

Reduce speed to 15 miles per hour over spans South Santiam River Bridge 699-B.

Trains handling logs must not exceed 12 miles per hour.

MILWAUKIE AND TIGARD LINES

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour.

Freight trains must not exceed 10 miles per hour passing Beaverton shops.

NEWBERG LINE

Engines 160,000 lbs. or over must not exceed 20 miles per hour between Oswego and Cook.

Trains handling logs must not exceed 20 miles per hour between Goodin and Oswego.

Trains reduce speed to 15 miles per hour over road crossing at MP 746 west of Dundee.

WEST SIDE LINE

Trains must reduce speed to 6 miles per hour passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland.

Trains must reduce speed to 15 miles per hour 100 feet before reaching and passing over public road crossing Raleigh, and to 8 miles per hour while passing over highway crossing east of station building Hillsboro-McMinnville line at St. Joseph and keep sharp lookout for automobiles and other vehicles.

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour between St. Joseph and Bertha.

ALPINE AND BELLFOUNTAIN LINE

Engines of over 50,000 lbs. on drivers must not exceed 12 miles per hour.

Trains handling logs must not exceed 8 miles per hour.

AIRLIE LINE

Trains handling logs between Monmouth and Crisp must not exceed 12 miles per hour; Monmouth and Dallas, 15 miles per hour.

FALLS CITY LINE

Trains must reduce to 15 miles per hour over Willamette River bridge and 6 miles per hour over Capital Street, Salem.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-81 20/28 105	3025 to 3071	77	46380 lbs.
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2204, 2205 2187	52 48	22750 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "
C-57 22/30 187	2513 to 2591, 2800 to 2830		

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen, and must in no way conflict with rules governing speed of trains.

SPECIAL INSTRUCTIONS—Concluded.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
		ASHLAND SUBDIVISION		
456-E	Ray Gold-Gold Hill	Rogue River Crossing	....	5.1
490	Hugo-Leland	Tunnel No. 9	17.2	4.1
505	Wolf Creek-Glendale	Tunnel No. 8	15.9	4.1
509-D	Glendale-Lystul	Cow Creek	....	5.1
514	Reuben-Brandt	Tunnel No. 7	16.8	4.3
514	Reuben-Brandt	Tunnel No. 6	15.3	3.2
515	Reuben-Brandt	Tunnel No. 5	16 9	3.7
516	Reuben-Brandt	Tunnel No. 4	17 0	4.2
518	Brandt-West Fork	Tunnel No. 3	17 6	5.0
521	Brandt-West Fork	Tunnel No. 2	17.5	4.8
521-A	Brandt-West Fork	Cow Creek	20.5	5.0
521-C	West Fork-Cow Creek	West Fork Creek Crossing	....	4.7
530-8	Union Creek-Peck	Tunnel No. 1	16.9	4.8
550-B	Weaver-Myrtle Creek	S. Umpqua River Crossing	....	5.1
		ROSEBURG SUBDIVISION		
578-B	Winchester-Wilbur	North Umpqua River Crossing	....	5.1
589-I	Oakland-Isadora	Calapooia River Crossing	....	5.0
607-F	Yoncalla-Drain	Elk Creek Crossing	....	5.0
608-F	Yoncalla-Drain	1st Pass Creek Crossing	....	5.0
610-G	Krewson-Leona	2nd Pass Creek Crossing	....	5.0
612-A	Leona-Safely	3rd Pass Creek Crossing	....	5.0
613-D	Leona-Safely	4th Pass Creek Crossing	....	5.0
625-D	Latham-Cottage Grove	Coast Fork River Crossing	....	5.0
627-D	Cottage Grove-Saginaw	Coast Fork River Crossing	....	5.0
		PORTLAND SUBDIVISION—MAIN LINE		
663-A	Junction City-Virgil	Willamette River Crossing	....	5.0
682-A	Shedd-Tangent	Calapooia River Crossing	....	5.0
699-A	Millersburg-Jefferson	Santiam River Crossing	....	5.0
743-D	Aurora-Barlow	Pudding River Crossing	....	5.0
757-G	Park Place-Clackamas	Clackamas River Crossing	19.3	4.4
		WOODBURN—SPRINGFIELD LINE		
735-D	Townsend-Woodburn	Pudding River Crossing	....	5.0
728-F	Silverton-Downs	Abiqua River Crossing	....	5.0
706-D	West Stayton-N. Santiam	North Santiam River Crossing	19.5	4.7
701-B	West Scio-Gilkey	Thomas Creek Crossing	21.7	5.0
698-G	Gaines-Crabtree	Crabtree Creek Crossing	20.4	4.5
689-E	Brewster-Lebanon	South Santiam River Crossing	....	5.0
671-F	Brownsville-Twin Buttes	Calapooia River Crossing	....	4.5
650-D	Chesnut-Armitage	McKenzie River Crossing	18.5	5.9
		OAKRIDGE LINE		
644-E	Springfield Jct.-Springfield	Willamette River Crossing	17.2	4 9
677.4	Lawler-Lookout	Tunnel No. 10	20.0	5.6
680.1	Lookout-Oakridge	Tunnel No. 11	19.7	5.3
682.7	Lookout-Oakridge	Tunnel No. 12	19.5	5.0
		WENDLING LINE		
649-F	Hendricks-Yarnell	McKenzie River Crossing	19.5	5.0
651-B	Hendricks-Yarnell	Mohawk River Crossing	20.6	4.8
659-G	Wendling-Hyland	Mohawk River Crossing	18.5	4.6
		MOLALLA LINE		
748-E	Canby-Kraft	Adkins Road Crossing	....	....
749-G	Rames-W. V. S. Crossing	Milk Creek Crossing	....	5.5
751-B	Rames-W. V. S. Crossing	Molalla River Crossing	....	5.1
		MARSHFIELD SUBDIVISION		
656.2	Jetson-Maywood	Coyote Creek Crossing	....	5.0
664.1	Elrus-Sailor	2nd Crossing Long Tom Creek	....	5.0
664.6	Sailor-Noti	3rd " " " "	....	5.0
664.9	Sailor-Noti	4th " " " "	....	4.7
665.5	Noti-Vaughn	Elk Creek Crossing	....	5.0
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.1
680.2	Globe-Austa	3rd Crossing Wild Cat Creek	....	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
683.4	Austa-Linslaw	2nd Crossing Siuslaw River	....	5.0
691.1	Beecher-Nekoma	4th " " "	....	5.0
694.5	Nekoma-Swisshome	5th " " "	....	5.0
694.7	Nekoma-Swisshome	6th " " "	....	5.0
696.7	Nekoma-Swisshome	Lake Creek Crossing	....	5.0
710.1	Beck-Betzen	Overhead Conveyor	20.5	....
716.6	Cushman-Siboco	7th Crossing Siuslaw River	....	5 0
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
		MARSHFIELD SUBDIVISION—Continued		
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.3
727.7	Ada-Booth	Tunnel No. 17	20.0	5.5
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.4
739.7	Gardiner-Reedsport	Umpqua River Crossing	....	5.
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.5
751.2	Bufo-Lakeside	Tunnel No. 21	20.0	5.5
763.9	Coos-North Bend	Coos Bay Crossing	....	4.4
793.6	Norway-Myrtle Point	1st Crossing Coquille River	20.2	5.0
796.2	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.6
797.6	Myrtle Point-Broadbent	" " " (2)	20.2	4.6
800.1	Broadbent-Warner	" " " (6)	20.2	4.6
801.2	Broadbent-Warner	" " " (7)	20.2	4.2
802.3	Warner-Emmons	" " " (8)	18.7	3.8
808.2	Gaylord-Fensler	Rowland Creek Bridge (9)	20.2	4.6
808.7	Gaylord-Fensler	Tunnel No. 1	....	4.6
811.6	Fensler-Powers	Coquille River Bridge (12)	20.2	4.6
		TILLAMOOK LINE		
789.6	Walcott-Castor Creek	Tunnel No. 25	21.8	....
801.8	Cochran-Mayo	Tunnel No. 26	21.4	....
803.6	Cochran-Mayo	Tunnel No. 27	21.5	5.0
805.7	Mayo-Enright	Tunnel No. 28	21.8	....
806.2	Mayo-Enright	Tunnel No. 29	21.5	....
806-D	Mayo-Enright	4th Crossing Salmonberry River	18.8	4.3
809.9	Mayo-Enright	Tunnel No. 35	21.1	....
810.7	Mayo-Enright	Tunnel No. 36	21.7	....
811-M	Enright-Preston	7th Crossing Salmonberry River	18.5	4.3
815-D	Salmonberry-Wakefield	1st Crossing Nehalem River	....	4.6
830-F	Foley-Mohler	2nd " " "	21.6	5.0
846-I	Miami-Hobsonville	Miami River Crossing	21.6	5.1
848-O	Hobsonville-Bay City	Tunnel No. 37	21.4	....
852-E	Idaville-Juno	Kelchis River Crossing	....	5.2
852-F	Idaville-Juno	Kelchis River Crossing	21.6	5.0
854-A	Juno-Tillamook	Wilson River Crossing	....	5.2
854-B	Juno-Tillamook	Wilson River Crossing	21.6	4.9
		YAQUINA LINE		
712.4	Noon-Wrens	2nd Crossing Marys River	....	5.0
713.9	Noon-Wrens	4th " " "	....	5.0
714.4	Noon-Wrens	5th " " "	....	4.9
717.1	Wrens-Russell	7th " " "	....	5.0
718.9	Harris-Alder	8th " " "	....	5.0
719.4	Harris-Alder	9th " " "	....	5.0
719.7	Harris-Alder	10th " " "	....	5.1
720.3	Harris-Alder	11th " " "	....	5.0
720.6	Harris-Alder	12th " " "	....	5.0
720.8	Harris-Alder	13th " " "	....	4.8
720.9	Harris-Alder	14th " " "	....	5.0
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.2
732.0	Summit-Nashville	Tunnel No. 23	16.3	3.7
739.2	Nortons-Eddyville	3rd Crossing Yaquina River	....	4.7
739.4	Nortons-Eddyville	4th " " "	....	4.9
743.7	Nortons-Eddyville	5th " " "	....	5.1
745.8	Eddyville-Chitwood	6th " " "	....	5.0
748.7	Eddyville-Chitwood	7th " " "	....	5.1
751.3	Chitwood-Morrison	8th " " "	....	4.7
751.6	Chitwood-Morrison	9th " " "	....	5.1
751.8	Chitwood-Morrison	10th " " "	....	4.9
752.2	Chitwood-Morrison	11th " " "	....	4.9
752.4	Chitwood-Morrison	Tunnel No. 24	16.4	4.0
752.5	Chitwood-Morrison	12th Crossing Yaquina River	....	4.4
752.8	Chitwood-Morrison	13th " " "	....	5.0
		MILL CITY LINE		
699.2	Bussard-Thomas	South Santiam River Crossing	18.8	5.0
700.6	Thomas-Munkers	Thomas Creek Crossing	18.5	4.1
726	Mill City	North Santiam River	....	5.0
737.1	Halstead-Granite Mountain	Sardine Creek Crossing	....	5.0
744.3	Breitenbush-Detroit	Breitenbush River Crossing	....	4.6
		MILWAUKIE LINE		
768-E	Menefee-Wilsonia	Willamette River Crossing	....	5.2
		NEWBERG LINE		
774.4	Jefferson St.-Turntable	Overhead Road Crossing	19.1	....
774.5	Jefferson St.-Turntable	O. E. Overhead Crossing	20.1	....
		WEST SIDE LINE		
731-E	McMinnville-Whiteson	South Yamhill River Crossing	20.5	5.0
702-D	Parker-Suver	Luckiamute River Crossing	19.6	....
		WILLAMINA LINE		
745-D	Sheridan-Shipley	South Yamhill River Crossing	....	4.5
		AIRLIE LINE		
749-L	Polk-Dallas	La Creole River Crossing	....	4.2
762-C	Luckiamute-Putnam	Luckiamute River Crossing	19.2	3.7
		FALLS CITY LINE		
742-D	Carey-Falls City	Little Luckiamute River Crossing	....	5.1
743-D	Falls City-Camp 2	" " " "	....	5.0
744-C	Falls City-Camp 2	" " " "	....	5.0
744-E	Falls City-Camp 2	" " " "	....	5.1
745-F	Falls City-Camp 2	" " " "	....	5.0
747-B	Black Rock-Wye	" " " "	....	5.1
		ELECTRIC LINES		
....	Electric Zone	Trolley & Poles	21.0	5.5

Note—The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and enginemen are cautioned to watch closely for impaired clearance signs.

Trolley wires running through Willamette River Bridge 644-E between Springfield Jct. and Springfield, South Yamhill River Bridge 731-E between McMinnville and Whiteson, and Luckiamute River Bridge 702-D between Parker and Suver will not clear man on top of box car. Trainmen must not ride on top of cars passing through these spans

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,800	96,200	......
Baggage (Dynamo)	......	101,400	......
Baggage and Mail, 60 ft.	......	97,800	92,000
Baggage and Mail, 69 ft.	78,800	124,900	86,100
Baggage and Passenger	66,800	......	......
Club	......	135,300	121,400
Club (Dynamo)	......	145,700	......
Business	114,200	178,500	141,600
Chair	84,300	99,200	......
Coaches	75,300	101,200	......
Dining	130,600	150,400	143,400
Express, Horse	96,200	......	......
Express, Refr. (Am. Ry. Exp.) Nos. 40 to 154	......	......	78,000
Express, Refr. (Am. Ry. Exp.) Nos. 155 to 224	......	......	89,000
Express, Refr. (Am. Ry. Exp.) Nos. 500 to 506	......	......	110,000
Express, Refr. (Am. Ry. Exp.) Nos. 1101 to 1175	......	......	85,000
Express, Refr. (G. N. R. R.)	70,000	......	......
Express, Refr. (N. P. R. R.)	60,000	......	74,000
Express, Refr. (P. F. E.) Series 500 to 799	......	......	83,000
Observation	121,700	144,000	128,100
Postal, 40 ft.	......	71,800	......
Postal, 60 ft.	......	113,800	......
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleeper (except Fort and Cape Series)	125,000	152,000	145,000
Pullman Standard Sleeper (Fort and Cape Series)	......	156,000	......
Pullman Tourist	94,000	......	133,000
Tea and Silk	48,000	......	......

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

Revised October, 1922.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Portland to Salem	Salem to Portland, Salem to Eugene	Eugene to Salem	Eugene to Drain	Drain to Roseburg	Roseburg to Divide		Divide to Eugene	Roseburg to Grants Pass	Grants Pass to Ashland		Ashland to Grants Pass	Grants Pass to Glendale	Glendale to Roseburg
				Single	Single	Single	Single	Helper 2.0	Helper 1.0	Helper 2.0	Single	Helper 1.0 West Fork to Glendale · Helper 2.0 Glendale to Grants Pass	Single	Helper 1.0	Single	Helper 2.0	Single
E- 5	E-63 18/24 65	1395	150	1130	1670	1780	1340	1340	1140	1630	2040	1130	970	1810	1630	1230	1670
E-25	E-69 18/26 69	1475	150														
E-25	E-63 18/26 70	1476	160	1320	1950	2080	1560	1560	1330	1900	2380	1320	1140	2110	1900	1440	1950
T-16	T-63 18/24 75	2014	160	1030	....	....	....	....	....	....	....	....	....	....	....	....	....
T-22	T-57 18/24 94	2001	160	1340	1980	2100	1580	1580	1350	1930	2410	1340	1150	2140	1930	1460	1980
T-18	T-57 18/24 72	2004	150	1270	1870	1980	1490	1490	1280	1820	2270	1270	1090	2010	1820	1380	1870
T-16	T-57 18/24 74	2017	150														
T-16	T-57 18/24 76	2019	160	1360	2000	2120	1600	1600	1370	1940	2430	1360	1160	2150	1940	1480	2000
T-15	T-57 18/24 67	2031, 2085	140	1190	1750	1860	1400	1400	1200	1710	2130	1190	1030	1890	1710	1300	1750
T-16	T-57 18/24 80	2039, 2073, 2081, 2082, 2095	165	1400	2060	2190	1650	1650	1410	2010	2510	1400	1210	2230	2010	1530	2060
T-16	T-57 18/24 75	2088	150	1280	1880	1990	1500	1500	1290	1830	2280	1280	1100	2030	1830	1390	1880
T-13	T-57 18/24 66	2109	145	1230	1810	1920	1450	1450	1240	1760	2200	1230	1060	1950	1760	1340	1810
T-12	T-57 18/24 73	2123	160	1350	1990	2110	1590	1590	1360	1940	2420	1350	1160	2150	1940	1470	1990
T-11	T-63 18/24 86	2127	160	1200	1780	1890	1420	1420	1210	1730	2170	1200	1030	1920	1730	1310	1780
T-11	T-57 18/24 81	2131, 2133	160	1350	1990	2110	1590	1590	1360	1930	2420	1350	1160	2140	1930	1470	1990
T-10	T-57 18/24 86	2135 to 2151	160														
T- 9	T-57 18/24 83	2156 to 2166, 2171	160														
T- 9	T-57 18/24 92	2172	170	1450	2130	2260	1710	1710	1460	2080	2600	1450	1250	2300	2080	1580	2130
T- 8	T-57 18/24 99	2174	160														
T- 7	T-57 18/24 88	2185	160	1350	1990	2110	1590	1590	1360	1940	2420	1350	1160	2140	1940	1470	1990
T- 6	T-63 18/30 78	2187, 2205	145	1340	1980	2100	1580	1580	1350	1930	2410	1340	1150	2130	1930	1460	1980
T- 6	T-57 18/30 79	2197	145	1400	2060	2190	1650	1650	1420	2010	2510	1400	1210	2220	2010	1530	2060
T- 3	T-69 20/26 113	2219	180	1670	2460	2620	1970	1970	1680	2400	3000	1670	1430	2660	2400	1820	2460
T- 2	T-63 19/24 105	2225, 2229	160	1330	1980	2100	1580	1580	1340	1930	2410	1330	1150	2130	1930	1450	1980
T- 1	T-63 20/26 112	2247, 2255, 2266, 2271	180	1870	2730	2900	2190	2190	1890	2660	3320	1870	1610	2950	2660	2030	2730
T- 1	T-63 20/26 116	2245	180	1880	2750	2920	2210	2210	1900	2680	3340	1880	1620	2960	2680	2040	2750
T-28	T-63 22/28 162-S	2311 to 2352 (Super.)	210	3020	4070	4400	3540	3540	3050	4290	5340	3020	2610	4740	4290	3280	4400
T-32	T-69 23/28 174-S	2371 to 2384 (Super.)	210	2970	4020	4360	3500	3500	3010	4250	5290	2970	2560	4690	4250	3240	4360
C- 6	C-51 20/24 107	2500 (Sat.)	150	1750	2550	2710	2050	2050	1770	2490	3100	1750	1510	2750	2490	1900	2550
C-9,10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Super.)	210	3350	4500	4880	3930	3930	3390	4750	5920	3350	2890	5250	4750	3640	4880
C- 8	C-57 22/30 192-S	2658, 2698 to 2751 (Super.)	210														
C- 2	C-57 22/34 172	2610 (Sat.)	185	2930	4270	4520	3430	3430	2970	4160	5170	2930	2530	4590	4160	3180	4270
C- 5	C-57 22/30 180	2628, 2634, 2637, 2638, 2658, 2666, 2667, 2673 (Sat.)	200	3000	4380	4640	3520	3520	3040	4270	5300	3000	2600	4710	4270	3260	4380
C- 5	C-57 22/30 178	2684 to 2685 (Sat.)	200														
TW- 1	TW-54 22/26 147	2900, 2904, 2905, 2908, 2911 to 2913	180	2550	3720	3950	2990	2990	2570	3630	4520	2550	2200	4000	3630	2770	3720
TW- 8	TW-54 21/32 155	2914 to 2923	180														
TW- 8	TW-54 21/32 161-S	2914 to 2923	190														
TW- 7	TW-56 22/30 120	2925	160	1970	2870	3040	2310	2310	1990	2800	3480	1970	1700	3090	2800	2140	2870
TW- 4	TW-56 20/30 120	2928, 2930, 2931	160														
TW- 4	TW-56 20/30 114	2926	160	1950	2860	3030	2290	2290	1980	2780	3470	1950	1690	3080	2780	2130	2860
TW- 4	TW-56 20/30 122	2927, 2929	160														
TW- 3	TW-50 20/26 120	2932 to 2945	170	2130	3100	3290	2500	2500	2150	3020	3760	2130	1830	3340	3020	2310	3100
TW- 2	TW-50 20/26 118	2946 to 2952	170														
TW- 6	TW-50 20/26 111	2957	160	2020	2940	3110	2370	2370	2040	2860	3560	2020	1750	3160	2860	2190	2940
A- 3	A-81 20/28 112-S	3068, 3070 (Super.)	210	1830	2510	2720	2170	2170	1860	2650	3320	1830	1570	2940	2650	2000	2720
F- 1	F-63 27½/32 273-S	3601 to 3652 (Super.)	200	4910	6600	7140	5750	5750	4970	6960	8650	4910	4250	7690	6960	5330	7140
M+-1,3	M+-73 28/30-246/360-SF	4300 to 4345	210	4800	6370	7300	5540	5540	5200	6730	8350	4700	4050	7150	7110	5120	7300
Allowance for Empty and Underloaded Cars		Less than 40 Ms.	....	6	6	6	3	3	3	3	3	3	3	3	3	3	3
		40 to 50 Ms.	....	3	3	3	0	0	0	0	0	0	0	0	0	0	0
		More than 50 Ms.	....	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithfl'd	Smithfield to Dallas	Dallas to Airlie	Airlie to Sp'gbr'k	Sp'gbr'k to Sher w'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber and Enright	Enright to Til'mook	Til'mook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro
T-57 18/24 64 to 75	2004, 2031, 2085, 2088, 2109	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......
E-62 18/24 70	1476																						
T-63 18/24 86	2127																						
E-69 18/28 75	1475																						
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081. 2082, 2095	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																						
T-57 18/24 99	2174																						
T-57 18/30 79	2197																						
T-63 18/30 78	2187, 2205																						
C-40 17/20 89	2501	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
C-51 20/24 107	2500	1500	1400	1590	2250	1500	880	1590	......	......	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F
T-63 19/24 105	2225, 2229																						
T-63 20/26 112	2247, 2255, 2266, 2271																						
T-69 20/26 113	2219																						
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	......	......	1000	2400	......	......	2000	700	500	F	2000	1000	1250	F
TW-56 20/30 114 to 122	2925 to 2931																						
TW-54 22/26 147	2900 to 2913, Sat	2400	2290	2575	3220	......	......	......	......	......	......	......	......	......	......	2280	950	570	2850	1330	1190	1620	2850
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat																						
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super	......	......	......	......	......	......	......	......	......	......	......	......	......	......	2520	1280	630	3150	1470	1300	1790	3150
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2857	3100	2520	2970	3960	3100	1470	3630	2060	2390	3100	1600	3960	3250	2160	2970	1280	820	3710	1780	1600	2160	3710
Allowances for Empty and Underloaded Cars.	Less than 40 Ms.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	Canby and Molalla	Woodb'n to Pratum	Pratum to A'm'ville	A'm'ville to Natron	Natron to A'm'ville	A'm'ville to Pratum	Pratum to Woodb'n	M'h'k Jct to Wendl'g	Wendl'g to M'h'k J-t	Natron and Oakrid'e	Geer and Salem	Salem to Falls City	Falls City to Bl'kRock	Bl'kRock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Idanha	Idanha to Albany	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct	Eugene and M'hfield	M'hfield and MyrtleP
E-63 18/24 65	1395	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1110	......	......	......	740	430	590	750	1580	1680	1480	455
T-57 18/24 64 to 75	2004, 2031, 2085, 2088, 2109	1180	1180	550	1060	1780	790	1580	1750	1950	1430	1180	700	220	900	780	500	630	790	1680	1780	1580	630
E-62 18/24 70	1476																						
T-63 18/24 86	2127																						
E-69 18/28 75	1475																						
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095	1280	1280	600	1200	1880	850	1680	1850	2050	1580	1280	......	......	......	850	590	800	900	1780	1880	1680	595
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																						
T-57 18/24 99	2174																						
T-57 18/30 79	2197																						
T-63 18/30 78	2187, 2205																						
C-40 17/20 89	2501	......	......	......	......	......	......	......	......	......	......	......	1000	370	1200	......	......	......	......	......	......	1750	......
C-51 20/24 107	2500	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	1800	650
T-63 19/24 105	2225, 2229																						
T-63 20/26 112	2247, 2255, 2266, 2271																						
T-69 20/26 113	2219																						
TW-50 20/26 111 to 120	2932 to 2957	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-56 20/30 114 to 122	2925 to 2931																						
TW-54 22/26 147	2900 to 2913	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3000	1440
Allowances for Empty and Underloaded Cars.	Less than 40 Ms.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}187$

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Ashland to Grants Pass	.00	10°	.40
Grants Pass to Glendale	1.95	7°50″	2.25
Glendale to Roseburg	0.87	2°50″	.97
Roseburg to Junction City	1.57	10°	1.97
Junction City to Portland	1.50	2°	1.58
Portland to Junction City	1.04	4°	1.20
Junction City to Roseburg	1.60	10°	2.00
Roseburg to Glendale	1.12	9°	1.48
Glendale to Grants Pass	2.20	9°	2.56
Grants Pass to Ashland	0.87	3°	0.99

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. F. K Ainsworth	Chief Surgeon and Manager.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. E. B. Pickel	District Surgeon.
Medford	Dr. J. J. Emmons	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	C. B. Marks	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Riddle	Dr. H. Oftedal	District Surgeon.
Myrtle Creek	Dr. D. R. Coryell	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	Assistant District Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	Assistant District Surgeon.
Cottage Grove	Dr. B. R. Job	District Surgeon.
Creswell	Dr. H. A. Wheeler	District Surgeon.
Eugene	Dr. N. E. Winnard	District Surgeon
Eugene	Dr. C. D. Donahue	Assistant District Surgeon.
Eugene	Dr. Merle G. Howard	Assistant District Surgeon.
Eugene	Dr. O R. Gullion	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. D. P. Love	District Surgeon.
Harrisburg	Dr. J. L. Garner	Emergency Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr J. H. Robnett	Assistant District Surgeon.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.

LOCATION	NAME	TITLE
Salem	Dr. W. H. Byrd	District Surgeon.
Salem	Dr. Carl E. Cashatt	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. B. L. Steeves	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. H. A. Dowd	Emergency Surgeon.
Woodburn	Dr. J. L. Shorey	District Surgeon.
Hubbard	Dr. W. E. Hempstead	Emergency Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. H. A. Dedman	District Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon
East Portland	Dr Geo. H. Buck	District Surgeon.
Portland	Dr. Geo. F. Wilson	Division Surgeon.
Portland	Dr. A. L. Berkley	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. J. F. Dickson	Oculist and Aurist.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. R. M. Waltz	District Surgeon.
Coburg	Dr. M. E. Jarnagin	District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Eugene Kester	Assistant District Surgeon.
Wendling	Dr. J. R. Harvey	Emergency Surgeon.
Oakridge	Dr. W. H. Thompson	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.
Philomath	Dr. R. O. Loggan	District Surgeon.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.

LOCATION	NAME	TITLE
Reedsport	Dr. Chas. Billington	District Surgeon.
North Bend	Drs. Philip J. and Russell Keizer	District Surgeons.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr. W. A. Baum	Oculist and Aurist.
Coquille	Dr James Richmond	District Surgeon.
Myrtle Point	Dr. D. W. Davis	Emergency Surgeon.
Powers	Dr. C. H. Phetteplace	District Surgeon.
Banks	Dr. G. F. Via	District Surgeon.
Cochran	Dr. R. W. Sipple	District Surgeon.
Wheeler	Dr. H. E. Rinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. R T Boals	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. John S. Rankin	Emergency Surgeon.
Newberg	Dr. Edw. A. Romig	Emergency Surgeon.
Beaverton	Dr. E. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. T. MacKay	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Yamhill	Dr. Carl L. Taylor	Emergency Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
Independence	Dr. O. D. Butler	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. A. R. Sargeant	District Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Falls City	Dr. C. P. Horn	District Surgeon.

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Drain
Eugene
Junction City
Albany
Salem
Woodburn
Brooklyn
Timber
Willamena
Corvallis

DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent }

MILEAGE

MAIN LINE

Ashland to East Portland	O. & C. R. R. Co.	339.55	
East Portland	O.-W. R. R. & N. Co. (Jointly Operated)	0.06	
East Portland to Portland	Jointly Owned	0.31	
In Portland	N. P. T. Co.	0.26	
Total Main Line			340.18

BRANCH LINES

Woodburn-Springfield	O. & C. R. R. Co.	94.11
Tallman	O. & C. R. R. Co.	7.69
Wendling	O. & C. R. R. Co.	15.87
Oakridge	O. & C. R. R. Co., Springfield Junction to Natron.	5.86
	C. P. Ry., Natron to Oakridge	40.46
Geer	O. & C. R. R. Co.	6.81
Molalla	S. P. Co.	10.46
Yaquina	S. P. Co.	82.06
Mill City	S. P. Co.	59.90
Marshfield Sub-Division	S. P. Co., Eugene to Myrtle Point	147.75
	S. P. L. Co., Myrtle Point to Powers	18.78
Newberg	O. & C. R. R. Co.	38.02
Milwaukie	B. & W. R. R. Co.	3.06
Tigard	B. & W. R. R. Co.	7.29
West Side	N. P. T. Co., Portland to Hoyt St.	.15
	O. & C. R. R. Co., Portland to Corvallis	101.02
	S. P. Co., Corvallis to Transfer	37.02
Alpine	S. P. Co.	6.10
Bellfountain	S. P. Co.	5.00
Airlie	O. & C. R. R. Co.	36.55
Willamina	O. & C. R. R. Co., Broadmead to Sheridan	7.19
	S. P. Co., Sheridan to Willamina	5.35
Falls City	S. P. Co.	28.35
Tillamook	S. P. Co.	91.30
Total Branch Lines		856.14

STREET RAILWAY LINES

Eugene City	O. & C. R. R. Co.	0.89	
	S. P. Co.	13.31	
Salem City	S. P. Co.	9.80	
West Linn Elect	S. P. Co.	7.11	
Total		31.11	
Total Main Line			340.18
Total Branch Lines			856.14
Total Street Car Lines			31.11
Total Portland Division			1227.43

TRAINMASTERS

G. C. MORRIS	Portland, Ore.
J. L. MAY	Portland, Ore.
O. S. YORK	Roseburg, Ore.
E. STROUD	Eugene, Ore.
A. L. DOWNS, Terminal Trainmaster	Brooklyn, Ore.

ROAD FOREMEN OF ENGINES

G. L. FLINT	Portland, Ore.
G. H. KILBORN	Roseburg, Ore.

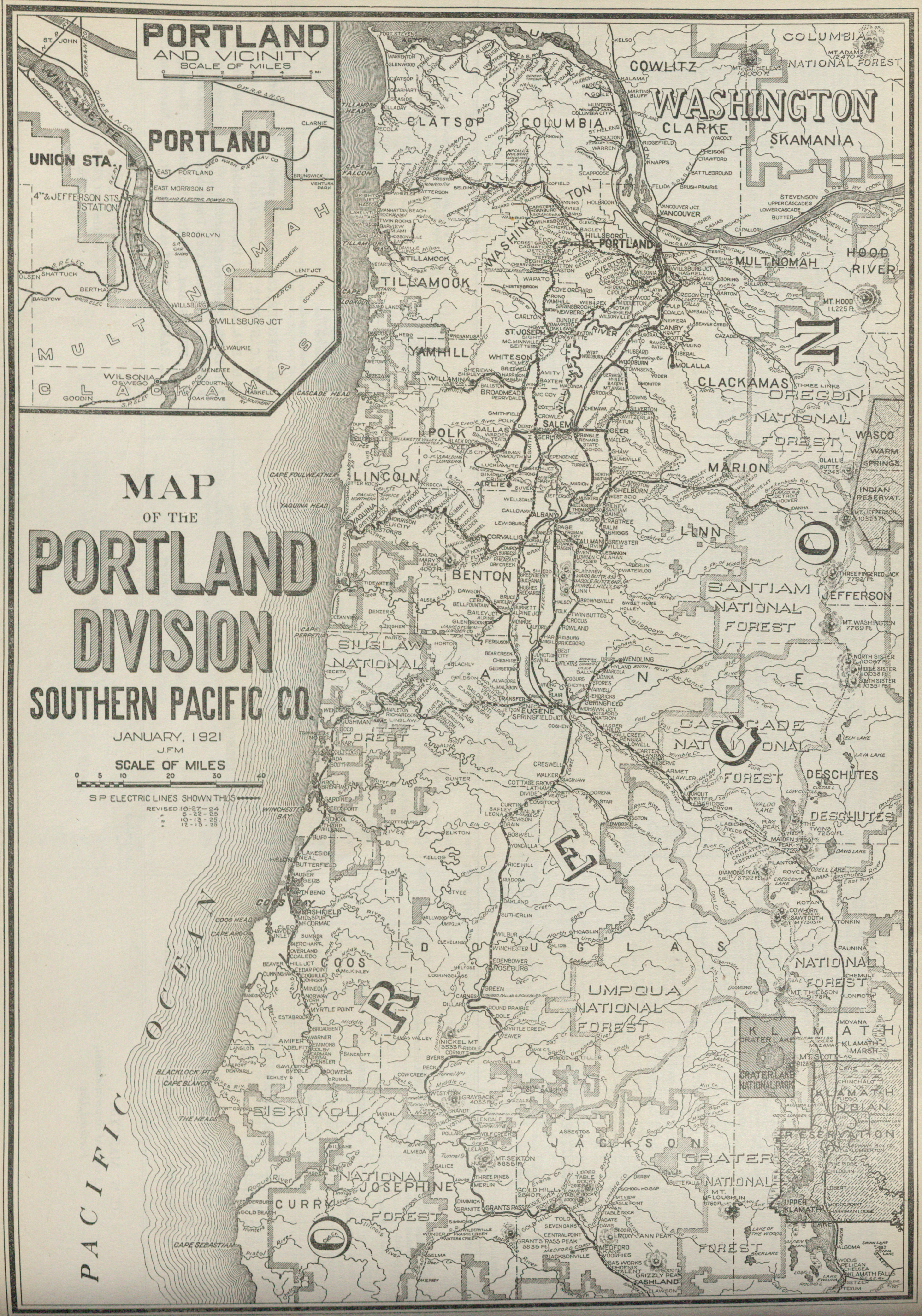
J. SHAKESPEARE,
Examiner.

C. H. SPENCER, Chief Train Dispatcher	Portland, Ore.
F. W. CANTRELL, Asst. Chief Train Dispatcher	Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher	Portland, Ore.
J. I. LOVE, Chief Train Dispatcher	Roseburg, Ore.
F. HRUBY, Asst. Chief Train Dispatcher	Roseburg, Ore.
V. N. FIELDS, Asst. Chief Train Dispatcher	Roseburg, Ore.
R. C. HARDEN, Chief Train Dispatcher	Marshfield, Ore.

C. W. MARTYN,
Assistant Superintendent,
Portland, Ore.

L. C. GRAM,
Assistant Superintendent,
Roseburg, Ore.

T. L. BILLINGSLEY,
Superintendent Electric Lines,
Salem, Ore.



MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921

J.F.M

SCALE OF MILES

SP ELECTRIC LINES SHOWN THUS

REVISED: 10-27-24
" 6-22-25
" 10-13-25.
" 12-15-25

0
5
10
20
30
40
PORTLAND AND VICINITY
SCALE OF MILES
PORTLAND
UNION STA.
4TH & JEFFERSON STS. STATION
EAST PORTLAND
EAST MORRISON ST
BROOKLYN
WILLSBURG
WILLSBURG JCT
MILWAUKIE
WILSONIA
OSWEGO
GOODIN
WILLAMETTE RIVER
MULTNOMAH
CLACKAMAS
ST. JOHN
CLARNIE
BRUNSWICK
VENTURA PARK
LENTUCT
BERTHA
SHATTUCK
OLSEN
BARSTOW
SCHUMAN
WOODMERE
MENEFEE
COURTNEY
HASKELL
OAK GROVE
PACIFIC OCEAN
WASHINGTON
COLUMBIA RIVER
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS 12470 FT.
MT. ST. HELENS 10000 FT.
VANCOUVER
ASTORIA
FORT STEVENS
TILLAMOOK HEAD
CAPE FALCON
CAPE LOOKOUT
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
HILLSBORO
BEAVERTON
OREGON CITY
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225 FT.
YAMHILL
MC MINNVILLE
NEWBERG
ST. JOSEPH
WHITESON
WILLAMINA
SHERIDAN
CANBY
WOODBURN
MOLALLA
CLACKAMAS
OREGON NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
CASCADE HEAD
POLK
DALLAS
SALEM
MARION
LINCOLN
CAPE FOULWEATHER
YAQUINA HEAD
YAQUINA
NEWPORT
ALBANY
CORVALLIS
LINN
MT. JEFFERSON 10523 FT.
BENTON
SANTIAM NATIONAL FOREST
THREE FINGERED JACK 7792 FT.
JEFFERSON
MT. WASHINGTON 7769 FT.
CAPE PERPETUA
SIUSLAW NATIONAL FOREST
HECETA
EUGENE
SPRINGFIELD
NORTH SISTER 10087 FT.
MIDDLE SISTER 10058 FT.
SOUTH SISTER 10351 FT.
CASCADE NATIONAL FOREST
DESCHUTES
THE TWINS 7260 FT.
DIAMOND PEAK 8792 FT.
MAIDEN PEAK 7750 FT.
COTTAGE GROVE
WINCHESTER BAY
GARDINER
REEDSPORT
COOS BAY
NORTH BEND
MARSHFIELD
COOS HEAD
CAPE ARAGO
COOS
DOUGLAS
ROSEBURG
UMPQUA NATIONAL FOREST
MT. THIELSON 9178 FT.
KLAMATH
CRATER LAKE
CRATER LAKE NATIONAL PARK
MT. SCOTT 9122 FT.
KLAMATH MARSH
KLAMATH INDIAN RESERVATION
MYRTLE POINT
COQUILLE
BANDON
NICKEL MT 3533 FT.
RIDDLE
MYRTLE CREEK
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
SISKIYOU NATIONAL FOREST
CURRY
JOSEPHINE
GRANTS PASS
GRAYBACK 4033 FT.
MT. SEXTON 3855 FT.
JACKSON
CRATER NATIONAL FOREST
MT. McLOUGHLIN 9760 FT.
GOLD HILL
MEDFORD
JACKSONVILLE
ASHLAND
GRANT'S PASS PEAK 3835 FT.
CAPE SEBASTIAN
GOLD BEACH
UPPER KLAMATH LAKE
OREGON